

Attachment A:

**North Hollywood Transit
Business Improvement District
Engineer's Report**

**Los Angeles, California
May 2014**

***Prepared by:*
Kristin Lowell Inc.**

*Prepared pursuant to the State of California
Property and Business Improvement District Law of 1994
and Article XIII D of the California Constitution
to renew and expand a property-based business improvement district*

TABLE OF CONTENTS

ENGINEER'S STATEMENT	1
----------------------------	---

ENGINEER'S REPORT:

SECTION A: Legislative and Judicial Review	2
SECTION B: Improvements and Activities	4
SECTION C: Benefitting Parcels	5
SECTION D: Proportional Benefits	11
SECTION E: Special and General Benefits	13
SECTION F: Cost Estimate	18
SECTION G: Apportionment Method	18
SECTION H: Assessment Roll	24

Attachments

A: Farrand Research Intercept Survey

B: Assessment Roll, a separate document

ENGINEER'S STATEMENT

This Report is prepared pursuant to Section 36600 et seq. of the California Streets and Highways Code (the "Property and Business Improvement District Law of 1994" as amended) (herein after "State Law") and pursuant to the provisions of Article XIID of the California Constitution (Proposition 218).

The North Hollywood Transit Business Improvement District ("PBID") will provide activities either currently not provided or are above and beyond what the City of Los Angeles provides. These activities will specially benefit each individual assessable parcel in the PBID. Every individual assessed parcel within the PBID receives special benefit from the activities identified under Section B of this Report. Only those individual assessed parcels within the PBID receive the special benefit of these proposed activities; parcels contiguous to and outside the PBID and the public at large may receive a general benefit, as outlined in Section E. The cost to provide general benefits, if any, will be funded from sources other than special assessments.

The duration of the proposed PBID is five (5) years, commencing January 1, 2015. An estimated budget for the PBID improvements and activities is set forth in Section D. Assessments will be subject to an annual increase of up to 5% per year as determined by the Owners' Association. Assessments must stay between 0 and 5% in any given year. Funding for the PBID improvements and activities shall be derived from a property-based assessment of each specially benefitted parcel in the PBID. A detailed description of the methodology for determining the proportional special benefit each individual assessable parcel receives from the service and the assessment for each parcel is set forth in Section F.

I hereby certify to the best of my professional knowledge that each of the identified assessable parcels located within the PBID will receive a special benefit over and above the benefits conferred to those parcels outside of the PBID boundary and to the public at large and that the amount of the proposed special assessment is proportional to, and no greater than the special benefits received.

Respectfully submitted,



Terrance E. Lowell

Terrance E. Lowell, P.E.

SECTION A: LEGISLATIVE AND JUDICIAL REVIEW

Property and Business Improvement District Law of 1994

The State Law is the legislation that authorizes the City to levy assessments upon the real property for the purposes of providing improvements and activities that specially benefit each individual assessed parcel in the PBID. The purpose of the PBID is to encourage commerce, investment, business activities and improve residential serving uses. In order to meet these goals, PBIDs typically fund activities and improvements, such as, enhanced safety and cleaning, marketing and economic development. Unlike other assessment districts which fund the construction of public capital improvements or maintenance thereof, PBIDs provide activities and improvements "to promote the economic revitalization and physical maintenance of the business districts of its cities in order to create jobs, attract new businesses, and prevent the erosion of the business districts." (Streets and Highways Code Section 36601(b)). The improvements and activities funded through the PBID are over and above those already provided by the City within the PBID's boundaries. Each of the PBID activities or improvements is intended to increase building occupancy and lease rates, to encourage new business development, and services.

Specifically, the State Law defines "Improvements" and "Activities" as follows:

"Improvement" means the acquisition, construction, installation, or maintenance of any tangible property with an estimated useful life of five years..."¹

"Activities" means, but is not limited to, all of the following:

- (a) Promotion of public events which benefit businesses or real property in the district.*
- (b) Furnishing of music in any public place within the district.*
- (c) Promotion of tourism within the district.*
- (d) Marketing and economic development, including retail retention and recruitment.*
- (e) Providing safety, sanitation, graffiti removal, street and sidewalk cleaning, and other municipal services supplemental to those normally provided by the municipality.*
- (f) Activities which benefit businesses and real property located in the district."²*

Under State Law, parcels that are zoned solely residential or agricultural are presumed to receive no benefit from a PBID. There are no parcels within the District zoned solely residential or agricultural.

Article XIID of the State Constitution

In 1996, California voters approved Proposition 218, codified in part as Article XIID of the State Constitution. Among other requirements, Article XIID changes the way local agencies enact local taxes and levy assessments on real property. It states, in relevant part, that:

(a) An agency which proposes to levy an assessment shall identify all parcels which will have a special benefit conferred upon them and upon which an assessment will be imposed. The proportionate special benefit derived by each identified parcel shall be determined in relationship to the entirety of the capital cost of a public improvement, the maintenance and operation expenses of a public improvement, or the cost of the property related service being provided. No assessment shall be imposed on any parcel

¹ California Streets and Highways Code, Section 36610.

² California Streets and Highways Code, Section 36613.

which exceeds the reasonable cost of the proportional special benefit conferred on that parcel. Only special benefits are assessable, and an agency shall separate the general benefits from the special benefits conferred on a parcel. Parcels within a district that are owned or used by any agency, the State of California or the United States shall not be exempt from assessment unless the agency can demonstrate by clear and convincing evidence that those publicly owned parcels in fact receive no special benefit.

(b) All assessments shall be supported by a detailed engineer's report prepared by a registered professional engineer certified by the State of California³.

"Special benefit" means a particular and distinct benefit over and above general benefits conferred on real property located in the district or to the public at large. General enhancement of property value does not constitute "special benefit."⁴

Judicial Guidance

Since the enactment of Article XIID, the courts have rendered opinions regarding various aspects of Article XIID. The notable portions of cases that apply to assessment districts in general and this PBID in particular are noted below.

"The engineer's report describes the services to be provided by the PBID; (1) safety, (2) streetscape maintenance (e.g., street sweeping, gutter cleaning, graffiti removal), and (3) marketing, promotion, and special events. They are all services over and above those already provided by the City within the boundaries of the PBID. And they are particular and distinct benefits to be provided only to the properties with the PBID, not to the public at large—they "affect the assessed property in a way that is particular and distinct from {their} effect on other parcels and that real property in general and the public at large do not share."⁵

"...separating the general from the special benefits of a public improvement project and estimating the quantity of each in relation to the other is essential if an assessment is to be limited to the special benefits."⁶

"...the agency must determine or approximate the percentage of the total benefit conferred by the service or improvement that will be enjoyed by the general public and deduct that percentage of the total cost of the service or improvement from the special assessment levied against the specially benefitted property owners."⁷

"...even minimal general benefits must be separated from special benefits and quantified so that the percentage of the cost of services and improvements representing general benefits, however slight, can be deducted from the amount of the cost assessed against specially benefitting properties."⁸

The contents of this Engineer's Report are prepared in compliance with the above noted authorizing legislation, the State Constitution and the judicial opinions.

³ Section 4, Article XIID of the State Constitution.

⁴ Section 2 (i), Article XIID of the State Constitution.

⁵ Dahms v. Downtown Pomona Property and Business Improvement District, (2009) 174 Cal. App. 4th 708.

⁶ Beutz v. County of Riverside, (2010) 184 Cal. App. 4th 1532.

⁷ Golden Hill Neighborhood Association, Inc. v. City of San Diego, (2011) 199 Cal. App. 4th 416.

⁸ Golden Hill Neighborhood Association, Inc. v. City of San Diego, (2011) 199 Cal. App. 4th 416.

SECTION B: IMPROVEMENTS AND ACTIVITIES

Through a series of property owner meetings the North Hollywood Transit Business Improvement District Renewal Committee collectively determined the priority for improvements and activities to be delivered by the business improvement district. The primary needs as determined by the property owners are:

- ◆ Safety and Cleaning
- ◆ Communication

Based upon these findings, the following improvement and activity categories are recommended for the PBID. The following narrative provides recommendations for the PBID's first year of operation. Final programs and budgets will be subject to the review and approval of the PBID Owners' Association and City Council.

CLEAN and SAFE

Safe Team Program

The Safety Program will provide safety services for the individual assessed parcels located within the District in the form of patrolling bicycle personnel, and foot patrol. The purpose of the Safe Team Program is to prevent, deter and report illegal activities taking place on the streets, sidewalks, storefronts, parking parcels and alleys. The presence of the Safe Team Program is intended to deter such illegal activities as public urination, indecent exposure, trespassing, drinking in public, prostitution, illegal panhandling, illegal vending, and illegal dumping. The Program will supplement, not replace, other ongoing police, safety and patrol efforts within the District. The Safe Team Program will maintain communication with the Los Angeles Police Department (LAPD) area patrols and intends to report illegal activities to the LAPD. The Safe Team Program will only provide its services to assessed properties within the District boundaries. The special benefit to assessed parcels from these services is an increased likelihood of improved lease rates and tenant occupancy because of an increase in commercial activity, and increase in customers. These services are a special benefit to all individually assessed District parcels because graffiti and illegal activities deter customers from visiting the district and residents from living in the district.

Clean Program

In order to consistently deal with cleaning issues, the North Hollywood Transit Business Improvement District Cleaning Program will continue the work that began in 2007. The clean team will only provide service to assessed parcels within District boundaries. The special benefit to all assessed District parcels from these services is an increased likelihood of improved lease rates and tenant occupancy because of an increase in commercial activity, and an increase in customers. In order to consistently deal with cleaning issues, a multi-dimensional approach has been developed consisting of the following elements.

Sidewalk Cleaning: Uniformed, radio equipped personnel sweep litter, debris and refuse from sidewalks and gutters of the District. District personnel may pressure wash the sidewalks.

Trash Collection: Collector truck personnel collect trash from sidewalk trash receptacles as needed. District trucks are often called to dispose of illegal food vendors' inventory. They are also dispatched to collect large bulky items illegally dumped in the District.

Graffiti Removal: District personnel remove graffiti by painting, using solvent and pressure washing. The District maintains a zero tolerance graffiti policy. An effort is made to remove all tags within 24 hours on weekdays.

COMMUNICATION

It is important to not only provide the services needed in the District, but to tell the story of improvement in the District. The special benefit to District parcels from the web site is an increased awareness of the businesses within the district and their individual offerings which attracts new customers to the District businesses and provides an increase in commercial activity which directly relates to increases in lease rates and enhanced commerce. The special benefit to District assessed parcels from the quarterly newsletter is an increased awareness of the success of District programs and the continued improvement in the economic environment of the District. The special benefit from the communication programs is an increase in lease rates, tenant occupancy, and commercial activity. Some of the communication/image programs currently in place or being considered are:

- Quarterly Newsletter
- NoHo BID Web Site

ADMINISTRATION and OFFICE EXPENSE

The improvements and activities are managed by a professional staff that requires centralized management support. Management staff oversees the District's services which are delivered seven days a week. Management staff actively works on behalf of the District parcels to insure that City and County services and policies support the District. Included in this item are management labor, office expense and organizational expenses such as insurance and the cost to conduct a yearly financial review. A well managed District provides necessary BID program oversight and guidance that produces higher quality and more efficient programs. The special benefit to assessed parcels from these services is an increased likelihood of improved lease rates and tenant occupancy because of an increase in commercial activity, and an increase in customers in part due to the work of the management staff as stated above. Also included in this budget item are City fees to collect and process the assessments.

SECTION C: BENEFITTING PARCELS

PBID Boundary

Article XIIID Section 4(a) of the State Constitution requires that the authorizing agency "Identify all parcels which will have a special benefit conferred upon them and upon which an assessment will be imposed".

The North Hollywood Transit Business Improvement District includes all property within a boundary formed by: (Also see map on page 10)

Beginning on the southeast corner of Cumpston Street and Tujunga Avenue go east on Cumpston Street to Case Avenue. At Case Avenue turn north along Case Avenue to the north parcel line of parcel 2350-003-902. Turn east along the north parcel line of parcels 2350-003-902 and 2350-003-906 to Vineland Avenue go south along the west side of Vineland Avenue to the south parcel line of parcels facing on the south side of Magnolia Boulevard. Go west on the southern parcel line of parcels facing the south side of Magnolia Boulevard. At the intersection of the east parcel line of parcels facing on the east side of Lankershim Boulevard go south along the eastern parcel line of all parcels facing on the east side of Lankershim Boulevard to

the intersection of Camarillo Street. Go west on Camarillo Street to an intersection with the west parcel line of parcels facing on the west side of Lankershim Boulevard. Go north along the western parcel line of all parcels facing on the west side of Lankershim Boulevard. At Magnolia Boulevard go west along the south parcel line of parcels facing on the south side of Magnolia Boulevard. At Tujunga Avenue go north along the western parcel line of parcels facing the west side of Tujunga to Cumpston Street.

Zone One

Zone One contains all of the *retail, mixed use commercial, theater, pre K- high school, religious, and office uses* within the District. Zone One has the second highest demand for clean and safe services based on data from the last seven years of District operations and is not located within the high demand transit zone. Zone One includes all property within the District boundaries except those parcels located within Zone Two.

Zone Two

Zone Two is the unique transit zone. Zone Two contains the Red Line Metro Station and the Orange Line Metro Station as well as park and ride lots for both stations. Both Metro stations are the terminus for each respective transit line, and because of this have a high volume of riders passing through zone two. The high ridership volume as evidenced by the following statistics creates a high demand for clean/safe services. The Red Line Metro Station averages 17,043 boardings and 16,457 alightings per day with the Orange Line Metro Station averaging 7,726 boardings and 8,144 alightings per day for a combined total of 24,769 boardings and 24,601 alightings per day (stats provided by MTA). The District clean and safe services provided to Zone 2 are designed to increase ridership on both the Orange Line and Red Line, which in turn attracts more customers to district businesses in zone one. The special benefit to zone 2 parcels is the increased likelihood of an increase in ridership and increase in transit revenue because zone 2 benefits from the clean and safe services provided by the District which creates a clean and safe environment and attracts an increase in transit riders. The District has developed a number of joint communication programs with Metro to market the District as a destination for transit riders. The special benefit to zone 2 parcels is the increased likelihood of an increase in ridership and increase in transit revenue because zone 2 benefits from the communication programs provided by the District which markets the District as a destination for transit riders which results in the increased likelihood of an increase in transit riders. This increased ridership provides a unique and special benefit to the zone 2 properties by increasing transit income and ridership. Because of this high level of usage Zone Two has the highest demand for clean and safe services within the District and has the highest assessment rates in order to provide the special benefit of increasing ridership, commerce and transit revenue. Zone Two is made up of parcels within the following boundaries:

Starting at the south east corner of Lankershim Boulevard and Cumpston Street head east along Cumpston Street to Fair Avenue. Turn south along Fair Avenue to Chandler Boulevard. Turn west along Chandler Boulevard to Tujunga Avenue. Turn north along Tujunga Avenue to the Southern Pacific Rail Road right of way. Turn east along the Southern Pacific Rail Road right of way to Lankershim Boulevard. Turn north along Lankershim Boulevard to the starting point at Lankershim Boulevard and Cumpston Street.

District Boundary Rationale

The North Hollywood Transit Business Improvement District is unique from the area immediately surrounding the District in three ways. First, the District has a high number of art uses focused predominately on live theater, but also art galleries and theatrical supporting

business. Secondly, it has a concentration of high density transit oriented mixed use commercial developments and businesses that support the mixed use commercial developments. Third, and very important it is a transit hub with the terminus of both the Orange line and the Red line metro services with 49,370 boardings and alightings per day.

The property uses within the general boundaries of the North Hollywood Transit Business Improvement District are a mix of retail, mixed-use commercial, theater, pre K- high school, parking, transit, religious, and office. Services and improvements provided by the District are designed to provide special benefits to the retail, mixed-use commercial, theater, pre K- high school, parking, transit, religious, and office parcels. Retail parcels, mixed use commercial parcels, parking parcels, religious parcels, office parcels and theater parcels each benefit specifically from the Districts clean and safe programs which create a safe environment for their customers, patrons, and office tenants. The Districts communication programs, such as the web site, business guide and kiosk maps list each of the retail businesses, mixed use commercial, parking, religious, office and theater entities. The special benefit to the retail, mixed use commercial, parking, religious, office and theater assessed parcels from these services is an increased likelihood of improved lease rates, parking revenue, and tenant occupancy because of an increase in commercial activity, an increase in theater patrons, and an overall increase in District activity. The special benefit to transit parcels is the increased likelihood of an increase in ridership and increase in transit revenue because of the clean and safe services provided by the District which creates a clean and safe environment and attracts an increase in transit riders. The District has developed a number of joint communication programs with Metro to market the District as a destination for transit riders. The special benefit to transit parcels is the increased likelihood of an increase in ridership and increase in transit revenue because of the communication programs provided by the District which markets the District as a destination for transit riders which results in the increased likelihood of an increase in transit riders. This increased ridership provides a unique and special benefit to transit properties by increasing transit income and ridership. Pre K- high school parcels, which are totally dedicated to standard learning, do not specially benefit from the Districts communication programs and safe programs and will not be assessed for those programs. Pre K- high school parcels will specially benefit from the District's clean program in the form of a cleaner and healthier environment around the education campuses which results in an increased likelihood of these campuses being chosen by parents for their children's education.

In order to ensure that parcels outside of the District will not specially benefit from the improvements and services funded with the assessment, improvements and services will only be provided within the boundaries of the District. Specifically, security patrols, maintenance personnel, and similar service providers employed in connection with the District will only patrol and provide services on the streets and sidewalks within the District, and will not provide services outside of District boundaries. Nor will District promotional efforts promote activities outside of District boundaries.

Northern Boundary: The northern boundary of the North Hollywood Transit Business Improvement District is Cumpston Street and the northern boundary of the high school north of Cumpston. The majority of parcels north of Cumpston Street are zoned solely residential and are therefore excluded by law from participating in the District. Also because of their residential use the parcels will not benefit from the District programs that are designed to provide special benefits to retail, mixed-use commercial, theater, parking, transit, religious, and office uses which special benefits to assessed parcels from these services is an increased likelihood of improved lease rates and tenant occupancy because of an increase in commercial activity, and

increase in customers. Other parcels north of the District boundary are commercial and manufacturing uses that have no relationship to the District and its unique mix of arts, transit and high density transit oriented mixed use commercial development. Their commercial and manufacturing uses do not rely on attracting customers to physically visit their businesses in order to engage in commerce. The District clean, safe and communication programs are design to physically attract customers to visit the District and engage in commerce. The parcels outside of the northern boundary will not benefit from the District programs that are designed to provide special benefits to retail, mixed-use commercial, theater, parking, transit, religious, and office uses which depend on customers physically visiting the District. The special benefits to assessed parcels from these services is an increased likelihood of improved lease rates and tenant occupancy because of an increase in commercial activity, an increase in customers. In order to ensure that parcels outside of the District will not specially benefit from the unique improvements and services funded with the assessment, improvements and services will only be provided to individual parcels within the boundaries of the District.

Eastern Boundary: The eastern boundary of the North Hollywood Transit Business Improvement District was determined by the zoning and use of the parcels east of the District boundaries. The parcels east of the District boundaries are zoned solely residential and light manufacturing. These uses have no relationship to the District and its mix of arts, transit and high density transit oriented mixed use commercial uses. Both the residential zoned parcels, which are excluded by law from participating in the District, and the light manufacturing zoned parcels will not specially benefit from the District programs. The parcels east of the District boundary do not rely on attracting customers to physically visit their businesses in order to engage in commerce. The District clean, safe and communication programs are designed to physically attract customers to visit the District and engage in commerce that are designed to provide special benefits to retail, mixed-use commercial, theater, parking, transit, religious, and office use which depend on customers physically visiting the District. In order to ensure that parcels outside of the District will not specially benefit from the unique improvements and services funded with the assessment, improvements and services will only be provided within the boundaries of the District. Specifically, security patrols, maintenance personnel, and similar service providers employed in connection with the District will only patrol and provide services to individual parcels on the streets and sidewalks within the District, and will not provide services outside of District boundaries.

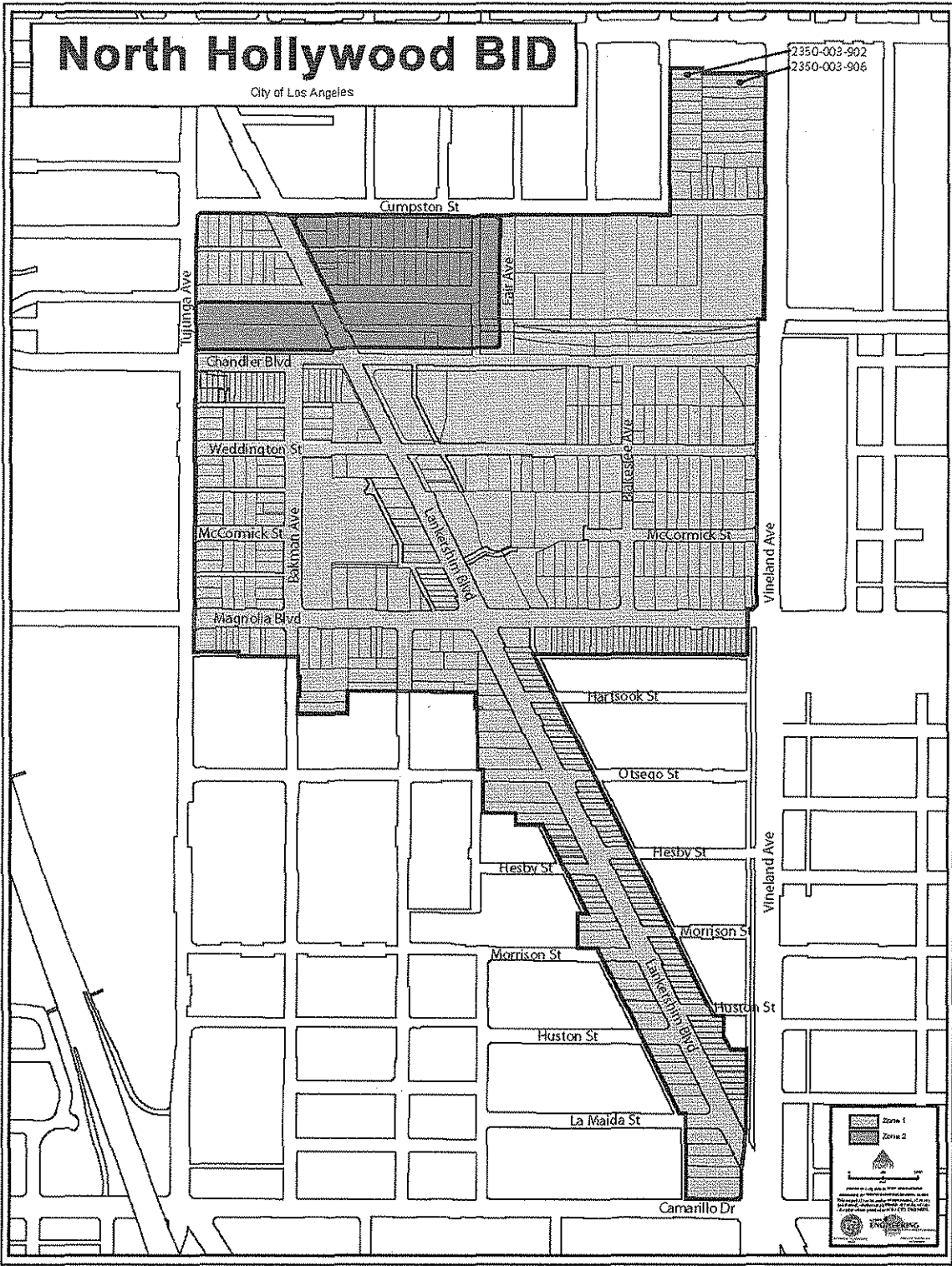
Southern Boundary:

The southern boundary of the North Hollywood Transit Business Improvement District was determined by the zoning and use of the parcels south of the District boundaries. Parcels south of the District boundaries are zoned primarily solely residential. Residential zoned parcels, which are excluded by law from participating in the District, will not specially benefit from the District programs that are designed to provide special benefits to retail, mixed-use commercial, theater, parking, transit, religious, and office uses. Other parcels south of the District boundary are commercial uses that have no relationship to the District and its unique mix of arts, transit and high density transit oriented mixed use commercial. The six way intersection formed by the intersection of Lankershim Boulevard, Vineland Avenue and Camarillo Street acts as a barrier to pedestrian flow. This barrier greatly restricts the number of pedestrians that exit or enter the southern border of the District. Because of this restriction District programs that are designed to benefit District parcels by increasing pedestrian activity and commerce do not cross this barrier and do not benefit parcels south of the District boundary. A number of the commercial parcels south of the District boundary do not rely on attracting customers to physically visit their businesses in order to engage in commerce. Parcel uses south of the District are not arts

related uses and are not high density transit mixed use commercial parcels and have no relationship to parcels within the District. Parcels south of the District will not benefit from the District's clean, safe and communication programs which are designed to benefit the District's unique mix of arts, transit and high density transit oriented mixed use commercial.

The District clean, safe programs are designed to physically attract customers to visit the District and engage in commerce. The District communication programs are designed to increase transit ridership and physically attract customers to the mix of retail, mixed-use commercial, theater, education, parking, transit, religious, and office uses in the District. In order to ensure that parcels outside of the District will not specially benefit from the unique improvements and services funded with the assessment, improvements and services will only be provided within the boundaries of the District. Specifically, security patrols, maintenance personnel, and similar service providers employed in connection with the District will only patrol and provide services to individual parcels on the streets and sidewalks within the District, and will not provide services outside of District boundaries.

Western Boundary: The western boundary of the North Hollywood Transit Business Improvement District was determined by the zoning and use of the parcels west of the District boundaries. The parcels west of the District boundaries are zoned a mix of solely residential and open space (park land). Tujunga Boulevard is a natural boundary that acts to separate the open space and solely residential parcels from the commercial parcels within the District. The purpose of the district is to improve commerce through District programs that are designed to provide special benefits to retail, mixed-use commercial, theater, parking, transit, religious, and office uses which depend on customers physically visiting the District. The special benefits to assessed parcels from these services is an increased likelihood of improved lease rates and tenant occupancy because of an increase in commercial activity, an increase in customers. The solely residential zoned parcels are excluded by law from participating in the District. The open space zone parcels are a City Park for which the City of Los Angeles Park and Recreation Department provides clean and safe services, similar to those provided by the District to parcels within the District boundaries, through their Park Rangers employees and Park's Department maintenance employees. The open spaced zoned parcels do not engage in commerce and will not benefit from the District programs that are designed to attract users to the District to specifically engage in commerce. The open spaced zoned parcels are not included in any District communication programs. These parcels are not listed on the web site or in any District newsletters. The special benefits provided to the unique mix of retail, mixed-use commercial, theater, parking, transit, religious and office uses to District assessed parcels from these services is an increase in users which results in an increased likelihood of improved lease rates and tenant occupancy because of an increase in commercial activity, and increase in customers all of which do not provide benefit to parcels zoned open space. The special benefits to assessed parcels from these services is an increased likelihood of improved lease rates and tenant occupancy because of an increase in commercial activity, and increase in customers. In order to ensure that parcels outside of the District will not specially benefit from the unique improvements and services funded with the assessment, improvements and services will only be provided within the boundaries of the District. Specifically, security patrols, maintenance personnel, and similar service providers employed in connection with the District will only patrol and provide services to individual parcels on the streets and sidewalks within the District, and will not provide services outside of District boundaries.



SECTION D: PROPORTIONAL BENEFITS

Methodology

Article XIIID Section 4(a) of the State Constitution requires "The proportionate special benefit derived by each identified parcel shall be determined in relationship to the entirety of the capital cost of the public improvement, the maintenance and operation expenses of a public improvement, or the cost of the property related service being provided".

Determining the proportionate special benefit among the parcels of real property within the proposed assessment district which benefit from the proposed Improvements is the result of a four-step process:

1. Defining the proposed activities,
2. Determining which parcels specially benefit from the proposed activities,
3. Determining the amount of special benefit each parcel receives,
4. Determining the proportional special benefit a parcel receives in relation to the amount of special benefit all other parcels in the District receive.

Each identified parcel within the District will be assessed based upon each parcel's unique characteristics in relationship to all other specially benefitted parcels' characteristics. Due to the proportionate special benefits received by each parcel from the District services, each parcel will be assessed a rate which is commensurate with the amount of special benefits received.

Special Benefit Factors

The method used to determine proportional special benefits are measured by each parcel's building size plus lot size compared to the total building square footage and lot square footage of all parcels in the District boundary. In order to determine which elements will be a part of the assessment methodology it begins with an analysis of the building types and development types within a district. The building types within this district vary from one story commercial buildings to multi-story office and mixed use commercial buildings. The use of building square footage as one of the assessment variables addresses the need to spread the assessments equitably in a district that has such a wide variable of density on a parcel.

To further determine which elements will be a part of the assessment methodology there must be an analysis of the parcel sizes and variations in parcel size within the district. This District does not have a consistent parcel size throughout the District. The parcels vary from small commercial parcels with one small building to large parcels with multi-tenant office and mixed use commercial developments. The use of lot size as one of the assessment variables addresses the need to spread the assessments proportionally in a district that has such a wide variable in lot size linear front footage was not used as an assessment variable in this District due to the wide variances in both building types and parcel sizes.

The use of each parcel's assessable lot square footage and building square footage is the best measure of benefit for the programs because the intent of the District activities is to improve the safety of each individual parcel, to increase building occupancy and lease rates, to encourage new business development and attract ancillary businesses and services for parcels within the District, in other words to attract more customers, clients and or employees.

Gross Building Square Footage: 24% of the PBID budget is allocated to the gross building square footage and is utilized to reflect the special benefits to parcels accruing from the varying density of development on each parcel and the short to mid-term value impacts each parcel receives from PBID activities. The gross building square footage is determined by the outside measurements of a building and confirmed by the City of Los Angeles City Clerk's office.

Lot Square Footage: 76% of the PBID budget is allocated to the lot square footage and is utilized to reflect the special benefit to parcels based upon the size of the parcel and the long term value impacts each parcel receives from the PBID activities. Lot square footage is defined as the total amount of area within the borders of the parcel, as defined in the County Assessor's parcel maps. Lot square footage for condominium parcels is determined by dividing the total lot square footage for the total condominium project by the number of condominium units.

SECTION E: SPECIAL and GENERAL BENEFITS

State Law, Proposition 218, and judicial opinions require that assessments be levied according to the estimated special benefit each assessed parcel receives from the activities and improvements. Article XIID Section 4(a) of the California Constitution in part states "only special benefits are assessable" which requires that we separate the general benefits, if any, from the special benefits provided by the proposed activities and improvements. Further clarification from the Golden Hill judicial opinion states that "even *minimal* general benefits must be separated from special benefits and quantified so that the percentage of the cost of services and improvements representing general benefits, however slight, can be deducted from the amount of the cost assessed against specially benefitting properties". A special benefit as defined in Article XIID means a particular and distinct benefit over and above general benefits conferred on real property located in the PBID or to the public at large.

The special benefit to parcels from the proposed PBID activities and improvements described in this Report is equal to or exceeds the total amount of the proposed assessment. Each individual assessed parcel's assessment is no greater than the special benefit it receives from the PBID services.

The quantitative analysis of determining both the special and general benefit is provided separately below.

Special Benefit Analysis

All special benefits derived from the assessments outlined in this Report are for property related activities directly benefiting each individual assessed parcel in the PBID. The special benefit must affect the individual assessable parcel in a way that is particular and distinct from its effect on other parcels and that real property in general and the public at large do not share. Article XIID Section 4(a) of the state Constitution states "An agency which proposes to levy an assessment shall identify all parcels which will have a special benefit conferred upon them and upon which an assessment will be imposed".

All individually assessed parcels, except education parcels, (see education discussion page 15) specially benefit from all the PBID activities. In particular, each parcel will benefit from the Safe and Clean services that will make each parcel cleaner and safer, such as: increased safety

patrol⁹, removing graffiti from buildings, picking up trash that pedestrians leave behind, weeding and power-washing sidewalks which directly relates to increases in commercial activity, filling of vacant storefronts, offices and mixed-use commercial property and then ultimately, increased lease rates for retail and office space.

Each individually assessed parcel will also specially benefit from the Communication activities, except education pre K- high school parcels, (see education discussion page 15) which will specially benefit each parcel by encouraging business development and investment which generates customer traffic which directly relates to increases in commercial activity, filling of vacant storefronts, offices, mixed-use commercial property and then ultimately, increased lease rates for retail and office space. All specially benefitted parcels will be assessed based on their proportional share of the special benefits received from the PBID activities.

The PBID's purpose is to fund activities and improvements to increase building occupancy and lease rates, to encourage new business development, attract ancillary businesses and services and increase the economic vitality of the retail, mixed-use commercial, theater, parking, transit, religious, and office uses with the goal of increasing pedestrian traffic and filling vacant storefronts, office space and mixed use or commercial properties. By presenting a more attractive, safer and vibrant destination, there is a likelihood of increased pedestrian traffic, increased business activities and improved mixed-use commercial serving uses.

Improving the public safety makes locations more attractive for businesses. When business location decisions are made, "lower levels of public safety lead to increased uncertainty in decision making and can be perceived as a signal of a socio-institutional environment unfavorable for investment. Uncertainty affects the investment environment in general. But in particular, it increases the fear of physical damage to investment assets (or to people) or their returns. Almost universally, places with lower crime rates are perceived as more desirable".¹⁰ Once economic investment occurs within the district, pedestrian traffic and commercial activity will increase

The property uses within the general boundaries of the North Hollywood Transit Business Improvement District are a mix of retail, mixed-use commercial, theater, education, parking, transit, religious, and office. Services and improvements provided by the District are designed to provide special benefits to the retail, mixed-use commercial, theater, parking, transit, religious, and office parcels. Retail parcels, mixed use commercial parcels, parking parcels, religious parcels, office parcels and theater parcels each benefit specially from the Districts clean and safe programs which create a safe environment for their customers, patrons, office tenants and worshipers. The Districts communication programs, such as the web site, business guide and kiosk maps list each of the retail businesses, mixed use commercial, parking, religious, office and theater entities. The special benefit to the retail, mixed use commercial, parking, religious, office and theater assessed parcels from these services is an increased likelihood of improved lease rates, parking revenue, church attendance, tithing and tenant occupancy because of an increase in commercial activity, an increase in theater patrons, and an increase in worshipers and an overall increase in District activity. The special benefit to transit parcels is the increased likelihood of an increase in ridership and increase in transit

⁹ The study published in the Economic Journal, cited previously in footnote 9, indicates that 30 Los Angeles BIDs that provide safety services resulted in crime reduction within those districts.

¹⁰ "Accelerating economic growth and vitality through smarter public safety management" IBM Global Business Services Executive Report, September 2012, pg. 2

revenue because of the clean and safe services provided by the District which creates a clean and safe environment and attracts an increase in transit riders. The District has developed a number of joint communication programs with Metro to market the District as a destination for transit riders. The special benefit to transit parcels is the increased likelihood of an increase in ridership and increase in transit revenue because of the communication programs provided by the District which markets the District as a destination for transit riders which results in the increased likelihood of an increase in transit riders. This increased ridership provides a unique and special benefit to transit properties by increasing transit income and ridership. Education parcels, which are totally dedicated to education, do not specially benefit from the District's communication programs and safe programs and will not be assessed for those programs. Education parcels will specially benefit from the District's clean program in the form of a cleaner and healthier environment around the education campuses which results in an increased likelihood of these campuses being chosen by parents for their children's education.

Publicly Owned Parcels: All publicly-owned parcels will pay their proportional share of costs based on the special benefits conferred to those individual parcels. The special benefit to assessed publically owned parcels from District services is an increased likelihood of an improved fulfillment of their public service mission because of an increase in District activity and an increase in District users that follow from having a cleaner and safer area. Article XIID of the State Constitution contemplates payment of assessments by governmental entities. Section 4(a) of Article XIID states in relevant part that "Parcels within a district that are owned or used by any agency... shall not be exempt from assessment unless the agency can demonstrate by clear and convincing evidence that those publicly owned parcels in fact receive no special benefit."

City of Los Angeles parcel 2350-016-901 is a fire station and will not specially benefit from the District communication programs which are designed to attract new users to the District. The fire station does not receive benefit from having new users in the District. The fire station will not specially benefit from the District maintenance programs which are designed to meet the District goals of improving the appearance of the District because the City, through the Fire Department personnel, provide maintenance of the fire station building and the area around the building. The District clean and communication programs are designed , to increase building occupancy and lease rates, to encourage new business development, attract ancillary businesses and services and increase the economic vitality of the retail, mixed-use commercial, theater, parking, transit, religious, and office uses and will not specially benefit the fire station parcel. The fire station parcel will specially benefit from the District Safe program and the Administration/City Fees program. The safe program will provide an additional level of security to the fire station parcel on a daily basis and especially when fire personnel are deployed to an emergency and there is no one at the station to oversee security of the station. This parcel will pay at an assessment rate of Lot \$0.0644 and Building \$0.0164 for the first year of the District.

Los Angeles Unified School District (LAUSD)

District parcels which are owned and occupied by LAUSD provide Pre-K through High School learning and do not receive the same level of special benefits from the District programs which are designed to meet the District goals of improving the appearance and safety of the District, to increase building occupancy and lease rates, to encourage new business development, attract ancillary businesses and services and increase the economic vitality of the retail, mixed-use commercial, theater, parking, transit, religious, and office uses as do all of the other parcels within the District. LAUSD provides learning programs to students from pre K to high school. LAUSD students within the District do not have the same discretionary choice of where to go to

get their services, in this case standard learning, as compared to a customer of a for-profit business which has several choices of where to buy their products and services. Parents of LAUSD students make their decisions on where their children attend school based on several elements. One important element is the cleanliness of the area around the school. The cleanliness of the environment around the school helps to create the perception of a safe and controlled environment and plays a major role in school choice. LAUSD has its own public safety officers providing safe services to the schools. These school parcels will not specially benefit from the Safe Programs provided by the District. The District Communication programs are designed to provide special benefit to the retail, mixed-use commercial, theater, parking, transit, religious, and office uses in the form of increase in lease rates, tenant occupancy, and commercial activity, none of which are a benefit to LAUSD pre K- high school parcels. LAUSD parcels will pay an assessment rate of \$0.0383 per lot square foot and \$0.0106 per square foot of building during the first year. Which reflects that LAUSD will only pay for their share of District clean programs and District administration and city fees.

APN	APN	APN	APN	APN	APN
2350003900	2350003904	2350003908	2350003912	2350003916	2350017905
2350003901	2350003905	2350003909	2350003913	2350013900	2350017906
2350003902	2350003906	2350003910	2350003914	2350013921	
2350003903	2350003907	2350003911	2350003915	2350017903	

General Benefit Analysis

As required by the State Constitution Article XIIID Section 4(a), the general benefits of an assessment district must be quantified and separated out so that the cost of the activities that are attributed to general benefit are deducted from the cost assessed against each specially benefitted parcel. General benefits are benefits from the PBID activities and improvements that are not special in nature, are not "particular and distinct" and are not over and above the benefits that other parcels receive. This analysis will evaluate and determine the level of general benefits that (1) parcels outside of PBID may receive, and (2) the public at large may receive.

General Benefit to Parcels Outside of PBID

All the PBID activities and improvements are provided to each of the individual assessed parcels in the PBID boundary. No PBID activities will be specifically provided to any parcel outside of the PBID boundary. However, it is conceivable to conclude that some parcels outside of the PBID boundary may receive some spillover general benefit from the Safe and Clean activities. .

In the case of the PBID, the parcels considered outside of the PBID's boundary that may receive a general benefit are those parcels that are immediately adjacent to or immediately across the street from where the PBID services are delivered. In order to calculate the general benefit parcels adjacent to the North Hollywood PBID may receive, the percentage of each PBID activity budget attributed to these parcels must be determined. The table below shows the budgets for each of the PBID activities that may have spillover benefit and their respective percentage of the total PBID budget. We then need to apply a Relative Benefit factor to each of the activities accounting for the potential benefit parcels outside of the district may receive. The relative benefit factor is a basic unit of measure that compares the benefit that parcels within the District receive compared to parcels outside of the District. Since the parcels in the District boundary receive 100% of the special benefit they are assigned a relative benefit factor of 1.0 for each PBID activity. Since the parcels outside of the district boundary do not directly receive

any PBID activity they are assigned a relative benefit factor less than 1.0 for each PBID activity. There is no scientific method to determine the respective relative benefit, however in our professional experience of over 50 years as a Registered Civil Engineer the relative benefit factors are reasonable to conclude.

In the case of North Hollywood, Communication does not have a spillover benefit and does not provide a general benefit to parcels outside the District. For example the web site has a directory of only those businesses within the District. The newsletter only goes to owners of the parcels within the District. There are kiosks located in the District that only identify District business on the map and in the directory. Safe and Clean may have a spillover benefit in that parcels immediately adjacent to the PBID boundary may visually see the effects of the PBID services, e.g. cleaner sidewalks, safety patrols, and buildings without graffiti. The effects of the safe and clean program can clearly be seen and are limited to District frontage adjacent to parcels outside the District. A visitor can clearly see the difference between parcels in the District and those outside. Based upon our experience the relative benefit factor for Safe and Clean is 0.25. The relative benefit factors are then multiplied by the PBID activity's budget percentage to determine the overall benefit factor. The following table illustrates this calculation.

PBID Activities Budget:	Budget	Percent of Total	x	Relative Benefit *	=	Benefit Factor
Budget for Safe and Clean:	\$438,000	77.44%		0.25		0.194
TOTAL PBID Budget:	\$565,622					0.194

Based on the criteria of identifying parcels outside of the PBID boundary there are 46 parcels that are commercial in use and do not directly receive the PBID activities but may receive some spill-over benefit. The parcels outside of the PBID boundary are assigned a total benefit factor of 0.194 to account for the fact that they may benefit from the Safe and Clean activities that may encourage commerce not only within the PBID boundary but immediately adjacent to it.

In comparison, there are 441 parcels within the PBID boundary, all of which receive a benefit factor of 1.0 acknowledging that they receive 100% special benefit from the PBID activities. To calculate the general benefit percentage, the respective benefit factors must be applied to the number of parcels within the PBID boundary receiving special benefit and those parcels that are outside of the PBID boundary that may receive general benefit. The table below shows the calculation for the general benefit percentage.

	No. of Parcels	Benefit Factor	Total Benefit Units
No. of parcels in District:	441	1.00	441.00
No. of parcels adjacent to district boundary receiving general benefit	46	0.194	8.92
Total number of parcels	487		449.92

General Benefit to parcels outside of district boundary

1.984%

(8.92/449.92)

All Calculations are rounded up or down to two decimal places.

General Benefit to the Public At Large

In addition to the general benefit to the parcels outside of the PBID boundary, there may be general benefits to the public at large, those people that are either in the PBID boundary and not specially benefitted from the activities or people outside of the PBID boundary that may benefit from the PBID activities. In the case of the PBID the public at large are those individuals that are within the PBID boundary that do not pay an assessment and do not specially benefit from the PBID activities. Since the main goal of the PBID is to increase pedestrian traffic and participation in commercial activity a determination is made of how many people are in the PBID boundary and not currently or ever will engage in commerce.

To determine this, the North Hollywood district contracted with Farrand Research to conduct intercept surveys (see attached summary results) within the PBID boundary to determine to what degree respondents engage in any type of business activity that is represented through the district. The survey included 226 participants, with a margin of error of 6.5%, and was conducted on June 27th and June 29th, 2013 at separate locations within the PBID with all efforts made to include an unbiased cross section of participants. In order to obtain a representative sample of District user's, survey locations were chosen throughout the District at sites with high pedestrian use. Surveys were not conducted within zone 2 because of the unique transit use of that zone. In particular, conducting surveys in zone 2 would have been difficult because transit riders would not likely participate in a survey due to time constraints making transit connections. Multiple transit modes (Red Line, Orange Line, Metro Bus Lines) exist within close proximity in zone 2. In other words, potential participants would be too rushed making transit connections to participate in the survey. Zone 2 properties receive District clean, safe and communication programs which provide a special benefit in the form of attracting increased ridership due to the clean and safe environment. Ridership is also increased through a joint communication program with the MTA that communicates the special uses that make up the District. The special benefit to zone 2 parcels is the increased likelihood of an increase in ridership and increase in transit revenue because zone 2 benefits from the clean and safe services and the communication programs provided by the District. The Farrand survey was not designed to measure transit ridership, but to determine to what degree respondents engage in a business activity. However surveys were conducted on the southern boundary of zone 2 in order to survey users as they exited zone 2 and entered zone 1 to engage in commerce. The purpose of this was to intercept and survey people who intended to conduct business in zone 1.

The first 7 questions of the survey asked the respondent if they are likely, either today or at any point in the future, to engage in any type of commerce activity that is represented through the district, for example; eat at a restaurant/café/bar, visit an art gallery, attend a live performance, conduct personal business, e.g. visit a bank, beauty salon, tailor, dry cleaner, pay to park a car, or attend class. Of the 226 completed surveys, 6 of the respondents indicated they are not currently or ever will engage in commerce. It is reasonable to presume that those 6 respondents are in the PBID boundary and represent the general benefit to the public at large. Therefore, 2.65% (6/226) of the total survey responses represent the general benefit to the public at large.

Total General Benefits

Using the sum of the two (2) measures of general benefit described above (1.984 + 2.65), we find that approximately 4.63% of the benefits conferred by the PBID activities may be general in nature and will be funded from sources other than special assessments.

SECTION F: COST ESTIMATE

2015 Operating Budget

The North Hollywood Transit District 2015 calendar year operating budget takes into consideration:

1. The improvements and activities needed to provide special benefits to each individual parcel within the District boundary (Section B),
2. The parcels that specially benefit from said improvements and activities (Section C), and
3. The costs associated with the special and general benefits conferred (Section E).

Activity	Benefit Zone 1	Benefit Zone 2	Total Budget
Clean & Safe	\$363,000	\$75,000	\$438,000
Communication	\$28,220	\$5,780	\$34,000
Admin/Office/City Fees	\$77,706	\$15,916	\$92,622
EXPENDITURES	\$470,623	\$98,696	\$565,622
REVENUES			
Assessment Revenues			\$539,434
Other Revenue, 4.63% (1)			\$26,188
TOTAL REVENUES			\$565,622

(1) Other non-assessment funding to cover the cost associated with general benefit.

Budget Notations

1. The cost of providing programs and services may vary depending on the market cost for those programs and services. Expenditures may require adjustment up or down to continue the intended level of programs and services. Assessments will be subject to an annual increase of up to 5% per year to address changes in the cost of providing services. The actual amount of increase will be determined by the Owners Association and will vary between 0% and 5% in any given year. Any change will be approved by the owner's association board of directors and submitted to the City within its annual planning report.

SECTION G: APPORTIONMENT METHOD

In order to assess for the special benefit each parcel receives from the PBID activities two benefit zones, in addition to a pre K- high school parcel assessment have been established. The levels of appropriate service delivery within each zone was determined by analyzing historical data on the amount of clean and safe services delivered to each zone, current service delivery needs and projecting future needs over the term of the District in order to produce a common level of safety and cleanliness for each parcel throughout the District. The Communication and management programs are designed to provide services to parcels in each zone. Each zones assessment rate was calculated by determining the level of special benefit each parcels receives from the activities and the cost to provide that level of benefit and then spreading the cost over the total assessable footage for that benefit zone.

Zone One contains all of the retail, mixed-use commercial, theater, pre K- high school, religious, and office uses within the District. Each of these uses benefit to the same extent in relation to each other from the District services. For example retail parcels, mixed use commercial parcels, parking parcels, religious parcels, office parcels and theater parcels each benefit specifically from the Districts clean and safe programs which create a safe environment for their customers, patrons, office tenants and worshipers. The Districts communication programs, such as the web site, business guide and kiosk maps list each of the retail businesses, mixed use commercial, parking, religious, office and theater entities. The special benefit to the retail, mixed use commercial, parking, religious, office and theater assessed parcels from these services is an increased likelihood of improved lease rates, parking revenue, and tenant occupancy because of an increase in commercial activity, an increase in theater patrons, and an overall increase in District activity.

Los Angeles Unified School District (LAUSD)

District parcels which are owned and occupied by LAUSD provide Pre-K through High School learning and do not receive the same level of special benefits from the District programs which are designed to meet the District goals of improving the appearance and safety of the District, to increase building occupancy and lease rates, to encourage new business development, attract ancillary businesses and services and increase the economic vitality of the retail, mixed-use commercial, theater, parking, transit, religious, and office uses as do all of the other parcels within the District. LAUSD provides learning programs to students from pre K to high school. LAUSD students within the District do not have the same discretionary choice of where to go to get their services, in this case standard learning, as compared to a customer of a for-profit business which has several choices of where to buy their products and services. Parents of LAUSD students make their decisions on where their children attend school based on several elements. One important element is the cleanliness of the area around the school. The cleanliness of the environment around the school helps to create the perception of a safe and controlled environment and plays a major role in school choice. LAUSD has its own public safety officers providing safe services to the schools. These school parcels will not specially benefit from the Safe Programs provided by the District. The District Communication programs are designed to provide special benefit to the retail, mixed-use commercial, theater, parking, transit, religious, and office uses in the form of increase in lease rates, tenant occupancy, and commercial activity, none of which are a benefit to LAUSD pre K- high school parcels.

Based upon our experience the most equitable method to assess these parcels is to assess each using the same assessment methodology of lot square footage and building square footage. In order to determine which elements will be a part of the assessment methodology it begins with an analysis of the building types and development types within a district. The building types within this district vary from one story commercial buildings to multi-story office and mixed use commercial buildings. The use of building square footage as one of the assessment variables addresses the need to spread the assessments equitably in a district that has such a wide variable of density on a parcel.

To further determine which elements will be a part of the assessment methodology there must be an analysis of the parcel sizes and variations in parcel size within the district. This District does not have a consistent parcel size throughout the District. The parcels vary from small commercial parcels with one small building to large parcels with multi-tenant office and mixed use commercial developments. The use of lot size as one of the assessment variables addresses the need to spread the assessments proportionally in a district that has such a wide

variable in lot size linear front footage was not used as an assessment variable in this District due to the wide variances in both building types and parcel sizes. (See section D for further discussion on assessment methodology.)

Zone One has the second highest demand for clean and safe services historically and is not located within the high demand transit zone. Zone One includes all property within the District boundaries except those parcels located within Zone Two. Zone Two is the transit zone located totally within Zone One.

Zone Two contains the Red Line Metro Station and the Orange Line Metro Station as well as park and ride lots for both stations. Both Metro stations are the regional terminus for each respective transit line, and because of this have a high volume of riders passing through zone two. The high ridership volume creates a high demand for clean/safe services. The Red Line Metro Station averages 15,902 riders per day with the Orange Line Metro Station averaging 25,309 per day for a combined total of 41,211 riders using this zone each day. The District services provided to Zone 2 are designed to increase ridership on both the Orange Line and Red Line, which in turn attracts more customers to district businesses. The special benefit to zone 2 parcels is the increased likelihood of an increase in ridership and increase in transit revenue because zone 2 benefits from the clean and safe services provided by the District which creates a clean and safe environment and attracts and increase in transit riders. Because of this high level of usage Zone Two has the highest demand for clean and safe services within the District and has the highest assessment rates in order to provide the special benefit of increasing ridership, commerce and transit revenue.

The amount of assessment for each parcel can be computed by proportionally allocating program costs amongst all parcels within the District area. The method and basis of spreading program costs varies between zones based on frequency of service, types of programs and activities proposed and the size of the zone. This results in different assessment rates for each of the two zones in the District.

The table below summarizes the assessable lot square footage and building square footage within each Benefit Zone:

	Zone One All Parcels	Zone One Less LAUSD & Fire	Zone Two
Lot Square Footage	3,959,474	3,324,968	638,305
Building Square Footage	4,505,816	4,248,479	18,271

Calculation of Assessments

Based on the special benefit factors, assessable footages for each benefit zone, plus the budget identified for each benefit zone in the table on page 16, all of which are discussed above, the following table illustrates the first year's maximum annual assessment per lot square foot plus building square foot. Lot square footage is determined for condominium parcels by dividing the total lot square footage for the total condominium project by the number of condominium units.

Zone One Assessments are determined by the following steps:

1. Spread each programs assessable budget between Lot (76%) and Building (24%)
2. For each program determine the total Lot and Building square footage of the parcels that receive special benefit from program.
3. For each program divide the Lot budget and Building budget by the total square feet of the parcels that receive benefit from each program.

4. Add the total assessment rates for each program by parcel categories which results in the total assessment rate for each category.

Activity	Total Zone One Assessable Budget	Assessable Lot Budget	Assessable Building Budget
Safe	\$221,735	\$168,519	\$53,216
Clean	\$124,458	\$ 94,588	\$29,870
Admin/Office	\$ 74,108	\$ 56,322	\$17,786
Communication	\$ 26,913	\$ 20,454	\$ 6,459
Total	\$447,214	\$339,883	\$107,331

	All Zone One Parcels except Fire Station and LAUSD	Fire Station	LAUSD	Total Zone One Square Footage
Lot Square Foot	3,324,968	34,996	599,510	3,959,474
Building Square Foot	4,248,479	18,000	239,337	4,505,816

The total of lot footage assessment plus building footage assessment for each parcel constitutes the total assessment for that parcel.

	Zone One Parcels no Fire, No LAUSD LOT	Zone One Parcels no Fire, no LAUSD Building	Fire Station Assessment Lot	Fire station Assessment Building	LAUSD Lot	LAUSD Building
Safe Zone 1 assessment rate	\$0.0502	\$0.0125	\$0.0502	\$ 0.0125		
Clean Zone 1 assessment rate	\$0.0241	\$0.0067			\$0.0241	\$0.0067
Admin/City fees zone 1 assessment rate	\$0.0142	\$0.0039	\$0.0142	\$0.0039	\$0.0142	\$0.0039
communication zone 1 assessment rate	\$0.0062	\$0.0015				
Total Assessment Rate	\$0.0946	\$0.0246	\$0.0644	\$0.0164	\$0.0383	\$0.0106

City of Los Angeles parcel 2350-016-901 is a fire station and will not benefit from the District communication and maintenance programs and will pay at an assessment rate of Lot \$0.0644 and Building \$0.0164 for the first year of the District. The fire station will benefit from District safe, and administration programs.

Government Assessments

The North Hollywood Transit PBID will provide all the improvements and activities to the City of Los Angeles or any other government-owned parcels within the PBID boundary. All publicly-owned parcels will pay their proportional share of costs based on the special benefits conferred to those individual parcels. The special benefit to government assessed parcels from these services is an increase in District customers that follow from having a cleaner and safer area. Public owned parcels will receive special benefit in the form of increased use of the public facilities which directly relates to fulfilling their public service mission. Article XIII D of the California Constitution was added in November of 1996 to provide for these assessments. It

specifically states in Section 4(a) that "Parcels within a district that are owned or used by any agency...shall not be exempt from assessment unless the agency can demonstrate by clear and convincing evidence that those publicly owned parcels in fact receive no special benefit." Below is a list of the publicly-owned parcels and their respective assessments.

APN	Zone	owner	site address	lot sq ft	bldg sq ft	2015 Asmt	%
2350017904	1	Community Redevelopment Agency Of L A City	5203 LANKERSHIM BLVD	7,013	0	\$663.66	0.12%
2350018915	1	Community Redevelopment Agency Of L A City	11115 McCormick St,	8250	2321	\$837.84	0.16%
		Total Community Redevelopment Agency of LA City				\$1,501.50	0.28%
2350017901	1	L A City (parking lot)	NO SITUS ADDRESS	20,038	0	\$1,896.26	0.35%
2353007900	1	L A City (theater)	5108 LANKERSHIM BLVD	6,000	10969	\$837.60	0.16%
2350016901	1	L A City (fire station)	*NO SITE ADDRESS*	34996	18000	\$2,548.61	0.47%
		Total LA City				\$5,282.47	0.98%
2350016902	1	L A County	5300 Tujunga Ave,	41247	7540	\$4,088.80	0.76%
		Total LA County				\$4,088.80	0.76%
2350012902	1	LACMTA	*NO SITE ADDRESS*	30000	0	\$2,838.98	0.53%
2350013915	1	LACMTA	*NO SITE ADDRESS*	16358	0	\$1,548.03	0.29%
2350013917	1	LACMTA	*NO SITE ADDRESS*	8979	0	\$849.73	0.16%
2350013922	1	LACMTA	*NO SITE ADDRESS*	25258	0	\$2,390.26	0.44%
2350016905	1	LACMTA	5300 Bakman Ave	6665	0	\$630.70	0.12%
2350016906	1	LACMTA	5311 LANKERSHIM BLVD	57,499	0	\$5,441.33	1.01%
2350016907	1	LACMTA	5308 Bakman Ave	13325	0	\$1,260.99	0.23%
2350012920	2	LACMTA	*NO SITE ADDRESS*	202,554	10,126	\$34,506.62	6.40%
2350012921	2	LACMTA	5356 LANKERSHIM BLVD	22,470	0	\$2,467.22	0.46%
2350012922	2	LACMTA	11223 CHANDLER BLVD	4200	0	\$461.16	0.09%
2350012923	2	LACMTA	5430 LANKERSHIM BLVD	9,610	0	\$1,055.18	0.20%
2350012924	2	LACMTA	5420 LANKERSHIM BLVD	15,660	0	\$1,719.48	0.32%
2350012925	2	LACMTA	11204 CUMPSTON ST	14490	0	\$1,591.01	0.29%
2350012926	2	LACMTA	*NO SITE ADDRESS*	7495	0	\$822.96	0.15%
2350012927	2	LACMTA	11216 CUMPSTON ST	7495	0	\$822.96	0.15%
2350012928	2	LACMTA	11220 CUMPSTON ST	7495	0	\$822.96	0.15%
2350012929	2	LACMTA	11228 CUMPSTON ST	7495	0	\$822.96	0.15%
2350012930	2	LACMTA	11234 CUMPSTON ST	7495	0	\$822.96	0.15%
2350012931	2	LACMTA	11238 CUMPSTON ST	7495	0	\$822.96	0.15%
2350012932	2	LACMTA	11244 CUMPSTON ST	7495	0	\$822.96	0.15%
2350012933	2	LACMTA	11250 CUMPSTON ST	7495	0	\$822.96	0.15%
2350012934	2	LACMTA	11254 CUMPSTON ST	7495	0	\$822.96	0.15%
2350012935	2	LACMTA	11260 CUMPSTON ST	7495	0	\$822.96	0.15%
2350012936	2	LACMTA	11264 CUMPSTON ST	7495	0	\$822.96	0.15%
2350012937	2	LACMTA	5430 LANKERSHIM BLVD	17,920	0	\$1,967.63	0.36%
2350012938	2	LACMTA	11211 CHANDLER BLVD	166835	8,145	\$28,184.98	5.22%
2350013906	2	LACMTA	11163 Chandler Blvd	14998	0	\$1,646.76	0.31%
2350013907	2	LACMTA	*NO SITE ADDRESS*	30980	0	\$3,401.61	0.63%
2350013908	2	LACMTA	*NO SITE ADDRESS*	39378	0	\$4,323.75	0.80%
2350013920	2	LACMTA	*NO SITE ADDRESS*	16765	0	\$1,840.81	0.34%
		Total LACMTA				\$107,178.73	19.87%

2350003900	1	LAUSD	5536 CASE AVE,	7248	0	\$277.81	0.05%
2350003901	1	LAUSD	11039 CUMPSTON ST,	11855	0	\$454.35	0.08%
2350003902	1	LAUSD	5550 CASE AVE,	7253	0	\$277.96	0.05%
2350003903	1	LAUSD	5518 CASE AVE,	7253	0	\$277.97	0.05%
2350003904	1	LAUSD	5520 CASE AVE,	9283	0	\$355.77	0.07%
2350003905	1	LAUSD	5540 CASE AVE,	7253	0	\$277.97	0.05%
2350003906	1	LAUSD	5545 VINELAND AVE,	14000	0	\$536.57	0.10%
2350003907	1	LAUSD	5545 VINELAND AVE,	14000	0	\$536.57	0.10%
2350003908	1	LAUSD	5514 CASE AVE,	7248	0	\$277.79	0.05%
2350003909	1	LAUSD	5546 CASE AVE,	7250	0	\$277.87	0.05%
2350003910	1	LAUSD	5530 CASE AVE,	7252	0	\$277.95	0.05%
2350003911	1	LAUSD	5535 VINELAND AVE,	28004	0	\$1,073.30	0.20%
2350003912	1	LAUSD	5531 VINELAND AVE,	14005	0	\$536.77	0.10%
2350003913	1	LAUSD	5525 VINELAND AVE,	24799	0	\$950.45	0.18%
2350003914	1	LAUSD	11035 CUMPSTON ST,	6233	0	\$238.89	0.04%
2350003915	1	LAUSD	*NO SITE ADDRESS*	4317	0	\$165.45	0.03%
2350003916	1	LAUSD	11015 CUMPSTON ST,	42558	185,000	\$3,592.69	0.67%
2350013900	1	LAUSD	11030 Cumpston St,	136343	0	\$5,225.58	0.97%
2350013921	1	LAUSD	*NO SITE ADDRESS*	25031	0	\$959.36	0.18%
2350017903	1	LAUSD	5250 Bakman Ave	178596	54337	\$7,421.15	1.38%
2350017905	1	LAUSD	11261 MAGNOLIA BLVD	13,731	0	\$526.26	0.10%
2350017906	1	LAUSD	11241 MAGNOLIA BLVD	26,000	0	\$996.50	0.18%
		Total LAUSD				\$25,515.01	4.73%
		Total Government Assessments				\$143,566.52	26.61%

Maximum Annual Assessment Adjustments

The cost of providing programs and services may vary depending on the market cost for those programs and services. Expenditures may require adjustment up or down to continue the intended level of programs and services. The maximum assessment rate for each year is defined in the Management District Plan page 18. Any change will be approved by the owner's association board of directors and submitted to the City within its annual planning report. Pursuant to Section 36650 of the California Streets and Highways Code.

The owners association shall have the right to reallocate up to 10% of the budget allocation by line item within the budgeted categories. The management/administration line item may only be increased by the annual increase subject to the 5% cap and cannot be increased through the 10% budget reallocation. Any change will be approved by the owner's association board of directors and submitted to the City of Los Angeles within its annual planning report. Pursuant to Section 36650 of the California Streets and Highways Code. The overall budget shall remain consistent with this Management District Plan.

Budget Adjustment

Any annual budget surplus will be rolled into the following year's District budget. The budget will be set accordingly, within the constraints of the management plan to adjust for surpluses that are carried forward. District funds may be used to fund the cost of renewing the District. Funds from an expired District shall be rolled over into the new District if one is established, or returned to the property owners if one is not established, in accordance with the Streets and Highways Code section 36671.

If an error is discovered on a parcel's assessed footages, the District may investigate and

correct the assessed footages after confirming the correction with the L.A. County Assessor Data and City Clerk's office. The correction may result in an increase or decrease to the parcels assessment.

Future Development

As a result of continued development, the District may experience the addition or subtraction of assessable footage for parcels included and assessed within the District boundaries. The modification of parcel improvements assessed within the District may then change upwards or downwards the amount of total footage assessment for these parcels, pursuant to Government Code 53750, will be prorated to the date they receive the temporary and/or permanent certificate of occupancy.

In future years, the assessments for the special benefits bestowed upon the included BID parcels may change in accordance with the assessment methodology formula listed in the Management District Plan and Engineer's Report provided the assessment rate does not change. If the assessment formula changes and increases assessments then a Proposition 218 ballot will be required for approval of the formula changes.

SECTION H: ASSESSMENT ROLL

The total assessment amount for 2015 is \$539,434 apportioned to each individual assessed parcel. For a complete listing of assessed parcels, please see Attachment B: Assessment Roll, attached as a separate document.

Attachment B:

APN	Zone	owner	site address	lot sq ft	bldg sq ft	2015 Asmt	%
2350017904	1	Community Redevelopment Agency Of L A City	5203 LANKERSHIM BLVD	7,013	0	\$663.66	0.12%
2350018915	1	Community Redevelopment Agency Of L A City	11115 McCormick St,	8250	2321	\$837.84	0.16%
		Total Community Redevelopment Agency of LA City				\$1,501.50	0.28%
2350017901	1	L A City (parking lot)	NO SITUS ADDRESS	20,038	0	\$1,896.26	0.35%
2353007900	1	L A City (theater)	5108 LANKERSHIM BLVD	6,000	10969	\$837.60	0.16%
2350016901	1	L A City (fire station)	*NO SITE ADDRESS*	34996	18000	\$2,548.61	0.47%
		Total LA City				\$5,282.47	0.98%
2350016902	1	L A County	5300 Tujunga Ave,	41247	7540	\$4,088.80	0.76%
		Total LA County				\$4,088.80	0.76%
2350012902	1	LACMTA	*NO SITE ADDRESS*	30000	0	\$2,838.98	0.53%
2350013915	1	LACMTA	*NO SITE ADDRESS*	16358	0	\$1,548.03	0.29%
2350013917	1	LACMTA	*NO SITE ADDRESS*	8979	0	\$849.73	0.16%
2350013922	1	LACMTA	*NO SITE ADDRESS*	25258	0	\$2,390.26	0.44%
2350016905	1	LACMTA	5300 Bakman Ave	6665	0	\$630.70	0.12%
2350016906	1	LACMTA	5311 LANKERSHIM BLVD	57,499	0	\$5,441.33	1.01%
2350016907	1	LACMTA	5308 Bakman Ave	13325	0	\$1,260.99	0.23%
2350012920	2	LACMTA	*NO SITE ADDRESS*	202,554	10,126	\$34,506.62	6.40%
2350012921	2	LACMTA	5356 LANKERSHIM BLVD	22,470	0	\$2,467.22	0.46%
2350012922	2	LACMTA	11223 CHANDLER BLVD	4200	0	\$461.16	0.09%
2350012923	2	LACMTA	5430 LANKERSHIM BLVD	9,610	0	\$1,055.18	0.20%
2350012924	2	LACMTA	5420 LANKERSHIM BLVD	15,660	0	\$1,719.48	0.32%
2350012925	2	LACMTA	11204 CUMPSTON ST	14490	0	\$1,591.01	0.29%
2350012926	2	LACMTA	*NO SITE ADDRESS*	7495	0	\$822.96	0.15%
2350012927	2	LACMTA	11216 CUMPSTON ST	7495	0	\$822.96	0.15%
2350012928	2	LACMTA	11220 CUMPSTON ST	7495	0	\$822.96	0.15%
2350012929	2	LACMTA	11228 CUMPSTON ST	7495	0	\$822.96	0.15%
2350012930	2	LACMTA	11234 CUMPSTON ST	7495	0	\$822.96	0.15%
2350012931	2	LACMTA	11238 CUMPSTON ST	7495	0	\$822.96	0.15%
2350012932	2	LACMTA	11244 CUMPSTON ST	7495	0	\$822.96	0.15%
2350012933	2	LACMTA	11250 CUMPSTON ST	7495	0	\$822.96	0.15%
2350012934	2	LACMTA	11254 CUMPSTON ST	7495	0	\$822.96	0.15%
2350012935	2	LACMTA	11260 CUMPSTON ST	7495	0	\$822.96	0.15%
2350012936	2	LACMTA	11264 CUMPSTON ST	7495	0	\$822.96	0.15%
2350012937	2	LACMTA	5430 LANKERSHIM BLVD	17,920	0	\$1,967.63	0.36%
2350012938	2	LACMTA	11211 CHANDLER BLVD	166835	8,145	\$28,184.98	5.22%
2350013906	2	LACMTA	11163 Chandler Blvd	14998	0	\$1,646.76	0.31%
2350013907	2	LACMTA	*NO SITE ADDRESS*	30980	0	\$3,401.61	0.63%
2350013908	2	LACMTA	*NO SITE ADDRESS*	39378	0	\$4,323.75	0.80%
2350013920	2	LACMTA	*NO SITE ADDRESS*	16765	0	\$1,840.81	0.34%
		Total LACMTA				\$107,178.73	19.87%
2350003900	1	LAUSD	5536 CASE AVE,	7248	0	\$277.81	0.05%
2350003901	1	LAUSD	11039 CUMPSTON ST,	11855	0	\$454.35	0.08%
2350003902	1	LAUSD	5550 CASE AVE,	7253	0	\$277.96	0.05%
2350003903	1	LAUSD	5518 CASE AVE,	7253	0	\$277.97	0.05%
2350003904	1	LAUSD	5520 CASE AVE,	9283	0	\$355.77	0.07%
2350003905	1	LAUSD	5540 CASE AVE,	7253	0	\$277.97	0.05%
2350003906	1	LAUSD	5545 VINELAND AVE,	14000	0	\$536.57	0.10%

2350003907	1	LAUSD	5545 VINELAND AVE,	14000	0	\$536.57	0.10%
2350003908	1	LAUSD	5514 CASE AVE,	7248	0	\$277.79	0.05%
2350003909	1	LAUSD	5546 CASE AVE,	7250	0	\$277.87	0.05%
2350003910	1	LAUSD	5530 CASE AVE,	7252	0	\$277.95	0.05%
2350003911	1	LAUSD	5535 VINELAND AVE,	28004	0	\$1,073.30	0.20%
2350003912	1	LAUSD	5531 VINELAND AVE,	14005	0	\$536.77	0.10%
2350003913	1	LAUSD	5525 VINELAND AVE,	24799	0	\$950.45	0.18%
2350003914	1	LAUSD	11035 CUMPSTON ST,	6233	0	\$238.89	0.04%
2350003915	1	LAUSD	*NO SITE ADDRESS*	4317	0	\$165.45	0.03%
2350003916	1	LAUSD	11015 CUMPSTON ST,	42558	185,000	\$3,592.69	0.67%
2350013900	1	LAUSD	11030 Cumpston St,	136343	0	\$5,225.58	0.97%
2350013921	1	LAUSD	*NO SITE ADDRESS*	25031	0	\$959.36	0.18%
2350017903	1	LAUSD	5250 Bakman Ave	178596	54337	\$7,421.15	1.38%
2350017905	1	LAUSD	11261 MAGNOLIA BLVD	13,731	0	\$526.26	0.10%
2350017906	1	LAUSD	11241 MAGNOLIA BLVD	26,000	0	\$996.50	0.18%
		Total LAUSD				\$25,515.01	4.73%
		Total Government Assessments				\$143,566.52	26.61%

APN	Zone	site address	lot sq ft	bldg sq ft	2015 Asmt	%
2350012028	1	11327 Chandler Blvd,	7497	0	\$709.47	0.13%
2350012029	1	11317 Chandler Blvd, -2709	9296	0	\$879.71	0.16%
2350012030	1	11307 Chandler Blvd, -2709	5698	0	\$539.22	0.10%
2350012031	1	5401 LANKERSHIM BLVD	13,552	1027	\$1,307.73	0.24%
2350012040	1	5439 LANKERSHIM BLVD	279	12,200	\$326.50	0.06%
2350012041	1	5439 LANKERSHIM BLVD	279	1,070	\$52.74	0.01%
2350012042	1	5439 LANKERSHIM BLVD	279	1,240	\$56.92	0.01%
2350012043	1	5439 LANKERSHIM BLVD	279	1,150	\$54.70	0.01%
2350012044	1	5439 LANKERSHIM BLVD	279	1,140	\$54.46	0.01%
2350012045	1	5439 LANKERSHIM BLVD	279	1,170	\$55.20	0.01%
2350012046	1	5439 LANKERSHIM BLVD	279	740	\$44.62	0.01%
2350012047	1	5439 LANKERSHIM BLVD	279	1,240	\$56.92	0.01%
2350012048	1	5439 LANKERSHIM BLVD	279	900	\$48.56	0.01%
2350012049	1	5439 LANKERSHIM BLVD	279	1,340	\$59.38	0.01%
2350012050	1	5439 LANKERSHIM BLVD	279	830	\$46.83	0.01%
2350012051	1	5439 LANKERSHIM BLVD	279	1,350	\$59.62	0.01%
2350012052	1	5439 LANKERSHIM BLVD	279	760	\$45.11	0.01%
2350012053	1	5439 LANKERSHIM BLVD	279	1,110	\$53.72	0.01%
2350012054	1	5439 LANKERSHIM BLVD	279	1,160	\$54.95	0.01%
2350012055	1	5439 LANKERSHIM BLVD	279	1,180	\$55.44	0.01%
2350012056	1	5439 LANKERSHIM BLVD	279	1,070	\$52.74	0.01%
2350012057	1	5439 LANKERSHIM BLVD	279	1,240	\$56.92	0.01%
2350012058	1	5439 LANKERSHIM BLVD	279	1,150	\$54.70	0.01%
2350012059	1	5439 LANKERSHIM BLVD	279	1,140	\$54.46	0.01%
2350012060	1	5439 LANKERSHIM BLVD	279	1,140	\$54.46	0.01%
2350012061	1	5439 LANKERSHIM BLVD	279	1,170	\$55.20	0.01%
2350012062	1	5439 LANKERSHIM BLVD	279	1,170	\$55.20	0.01%
2350012063	1	5439 LANKERSHIM BLVD	279	740	\$44.62	0.01%
2350012064	1	5439 LANKERSHIM BLVD	279	790	\$45.85	0.01%
2350012065	1	5439 LANKERSHIM BLVD	279	1,240	\$56.92	0.01%
2350012066	1	5439 LANKERSHIM BLVD	279	810	\$46.34	0.01%
2350012067	1	5439 LANKERSHIM BLVD	279	900	\$48.56	0.01%
2350012068	1	5439 LANKERSHIM BLVD	279	1,340	\$59.38	0.01%

2350012069	1	5439 LANKERSHIM BLVD	279	830	\$46.83	0.01%
2350012070	1	5439 LANKERSHIM BLVD	279	1,350	\$59.62	0.01%
2350012071	1	5439 LANKERSHIM BLVD	279	760	\$45.11	0.01%
2350012072	1	5439 LANKERSHIM BLVD	279	1,110	\$53.72	0.01%
2350012073	1	5439 LANKERSHIM BLVD	279	1,160	\$54.95	0.01%
2350012074	1	5439 LANKERSHIM BLVD	279	1,180	\$55.44	0.01%
2350012075	1	5439 LANKERSHIM BLVD	279	1,070	\$52.74	0.01%
2350012076	1	5439 LANKERSHIM BLVD	279	1,240	\$56.92	0.01%
2350012077	1	5439 LANKERSHIM BLVD	279	1,150	\$54.70	0.01%
2350012078	1	5439 LANKERSHIM BLVD	279	1,140	\$54.46	0.01%
2350012079	1	5439 LANKERSHIM BLVD	279	1,140	\$54.46	0.01%
2350012080	1	5439 LANKERSHIM BLVD	279	1,170	\$55.20	0.01%
2350012081	1	5439 LANKERSHIM BLVD	279	1,170	\$55.20	0.01%
2350012082	1	5439 LANKERSHIM BLVD	279	740	\$44.62	0.01%
2350012083	1	5439 LANKERSHIM BLVD	279	790	\$45.85	0.01%
2350012084	1	5439 LANKERSHIM BLVD	279	1,240	\$56.92	0.01%
2350012085	1	5439 LANKERSHIM BLVD	279	810	\$46.34	0.01%
2350012086	1	5439 LANKERSHIM BLVD	279	900	\$48.56	0.01%
2350012087	1	5439 LANKERSHIM BLVD	279	1,340	\$59.38	0.01%
2350012088	1	5439 LANKERSHIM BLVD	279	830	\$46.83	0.01%
2350012089	1	5439 LANKERSHIM BLVD	279	1,350	\$59.62	0.01%
2350012090	1	5439 LANKERSHIM BLVD	279	760	\$45.11	0.01%
2350012091	1	5439 LANKERSHIM BLVD	279	1,110	\$53.72	0.01%
2350012092	1	5439 LANKERSHIM BLVD	279	1,160	\$54.95	0.01%
2350012093	1	5439 LANKERSHIM BLVD	279	1,180	\$55.44	0.01%
2350012094	1	5439 LANKERSHIM BLVD	279	1,070	\$52.74	0.01%
2350012095	1	5439 LANKERSHIM BLVD	279	1,240	\$56.92	0.01%
2350012096	1	5439 LANKERSHIM BLVD	279	1,150	\$54.70	0.01%
2350012097	1	5439 LANKERSHIM BLVD	279	1,140	\$54.46	0.01%
2350012098	1	5439 LANKERSHIM BLVD	279	1,140	\$54.46	0.01%
2350012099	1	5439 LANKERSHIM BLVD	279	1,170	\$55.20	0.01%
2350012100	1	5439 LANKERSHIM BLVD	279	1,170	\$55.20	0.01%
2350012101	1	5439 LANKERSHIM BLVD	279	740	\$44.62	0.01%
2350012102	1	5439 LANKERSHIM BLVD	279	790	\$45.85	0.01%
2350012103	1	5439 LANKERSHIM BLVD	279	1,240	\$56.92	0.01%
2350012104	1	5439 LANKERSHIM BLVD	279	810	\$46.34	0.01%
2350012105	1	5439 LANKERSHIM BLVD	279	900	\$48.56	0.01%
2350012106	1	5439 LANKERSHIM BLVD	279	1,340	\$59.38	0.01%
2350012107	1	5439 LANKERSHIM BLVD	279	830	\$46.83	0.01%
2350012108	1	5439 LANKERSHIM BLVD	279	1,350	\$59.62	0.01%
2350012109	1	5439 LANKERSHIM BLVD	279	760	\$45.11	0.01%
2350012110	1	5439 LANKERSHIM BLVD	279	1,110	\$53.72	0.01%
2350012111	1	5439 LANKERSHIM BLVD	279	1,160	\$54.95	0.01%
2350012112	1	5439 LANKERSHIM BLVD	279	1,180	\$55.44	0.01%
2350012113	1	5439 LANKERSHIM BLVD	279	1,070	\$52.74	0.01%
2350012114	1	5439 LANKERSHIM BLVD	279	1,240	\$56.92	0.01%
2350012115	1	5439 LANKERSHIM BLVD	279	1,150	\$54.70	0.01%
2350012116	1	5439 LANKERSHIM BLVD	279	1,140	\$54.46	0.01%
2350012117	1	5439 LANKERSHIM BLVD	279	1,140	\$54.46	0.01%
2350012118	1	5439 LANKERSHIM BLVD	279	1,170	\$55.20	0.01%
2350012119	1	5439 LANKERSHIM BLVD	279	1,170	\$55.20	0.01%
2350012120	1	5439 LANKERSHIM BLVD	279	740	\$44.62	0.01%
2350012121	1	5439 LANKERSHIM BLVD	279	790	\$45.85	0.01%
2350012122	1	5439 LANKERSHIM BLVD	279	1,240	\$56.92	0.01%

2350012123	1	5439 LANKERSHIM BLVD	279	810	\$46.34	0.01%
2350012124	1	5439 LANKERSHIM BLVD	279	900	\$48.56	0.01%
2350012125	1	5439 LANKERSHIM BLVD	279	1,340	\$59.38	0.01%
2350012126	1	5439 LANKERSHIM BLVD	279	830	\$46.83	0.01%
2350012127	1	5439 LANKERSHIM BLVD	279	1,350	\$59.62	0.01%
2350012128	1	5439 LANKERSHIM BLVD	279	760	\$45.11	0.01%
2350012129	1	5439 LANKERSHIM BLVD	279	1,110	\$53.72	0.01%
2350012130	1	5439 LANKERSHIM BLVD	279	1,160	\$54.95	0.01%
2350012131	1	5439 LANKERSHIM BLVD	279	1,180	\$55.44	0.01%
2350012132	1	5439 LANKERSHIM BLVD	279	1,070	\$52.74	0.01%
2350012133	1	5439 LANKERSHIM BLVD	279	1,240	\$56.92	0.01%
2350012134	1	5439 LANKERSHIM BLVD	279	1,150	\$54.70	0.01%
2350012135	1	5439 LANKERSHIM BLVD	279	1,140	\$54.46	0.01%
2350012136	1	5439 LANKERSHIM BLVD	279	1,140	\$54.46	0.01%
2350012137	1	5439 LANKERSHIM BLVD	279	1,170	\$55.20	0.01%
2350012138	1	5439 LANKERSHIM BLVD	279	1,170	\$55.20	0.01%
2350012139	1	5439 LANKERSHIM BLVD	279	740	\$44.62	0.01%
2350012140	1	5439 LANKERSHIM BLVD	279	790	\$45.85	0.01%
2350012141	1	5439 LANKERSHIM BLVD	279	1,240	\$56.92	0.01%
2350012142	1	5439 LANKERSHIM BLVD	279	810	\$46.34	0.01%
2350012143	1	5439 LANKERSHIM BLVD	279	900	\$48.56	0.01%
2350012144	1	5439 LANKERSHIM BLVD	279	1,340	\$59.38	0.01%
2350012145	1	5439 LANKERSHIM BLVD	279	830	\$46.83	0.01%
2350012146	1	5439 LANKERSHIM BLVD	279	1,350	\$59.62	0.01%
2350012147	1	5439 LANKERSHIM BLVD	279	760	\$45.11	0.01%
2350012148	1	5439 LANKERSHIM BLVD	279	1,110	\$53.72	0.01%
2350012149	1	5439 LANKERSHIM BLVD	279	1,160	\$54.95	0.01%
2350012150	1	5439 LANKERSHIM BLVD	279	1,180	\$55.44	0.01%
2350012151	1	5439 LANKERSHIM BLVD	279	1,070	\$52.74	0.01%
2350012152	1	5439 LANKERSHIM BLVD	279	1,240	\$56.92	0.01%
2350012153	1	5439 LANKERSHIM BLVD	279	1,150	\$54.70	0.01%
2350012154	1	5439 LANKERSHIM BLVD	279	1,140	\$54.46	0.01%
2350012155	1	5439 LANKERSHIM BLVD	279	1,140	\$54.46	0.01%
2350012156	1	5439 LANKERSHIM BLVD	279	1,170	\$55.20	0.01%
2350012157	1	5439 LANKERSHIM BLVD	279	1,170	\$55.20	0.01%
2350012158	1	5439 LANKERSHIM BLVD	279	740	\$44.62	0.01%
2350012159	1	5439 LANKERSHIM BLVD	279	790	\$45.85	0.01%
2350012160	1	5439 LANKERSHIM BLVD	279	1,240	\$56.92	0.01%
2350012161	1	5439 LANKERSHIM BLVD	279	810	\$46.34	0.01%
2350012162	1	5439 LANKERSHIM BLVD	279	900	\$48.56	0.01%
2350012163	1	5439 LANKERSHIM BLVD	279	1,340	\$59.38	0.01%
2350012164	1	5439 LANKERSHIM BLVD	279	830	\$46.83	0.01%
2350012165	1	5439 LANKERSHIM BLVD	279	1,350	\$59.62	0.01%
2350012166	1	5439 LANKERSHIM BLVD	279	760	\$45.11	0.01%
2350012167	1	5439 LANKERSHIM BLVD	279	1,110	\$53.72	0.01%
2350012168	1	5439 LANKERSHIM BLVD	279	1,160	\$54.95	0.01%
2350012169	1	5439 LANKERSHIM BLVD	279	1,180	\$55.44	0.01%
2350012170	1	5439 LANKERSHIM BLVD	279	1,070	\$52.74	0.01%
2350012171	1	5439 LANKERSHIM BLVD	279	1,240	\$56.92	0.01%
2350012172	1	5439 LANKERSHIM BLVD	279	1,150	\$54.70	0.01%
2350012173	1	5439 LANKERSHIM BLVD	279	1,140	\$54.46	0.01%
2350012174	1	5439 LANKERSHIM BLVD	279	1,140	\$54.46	0.01%
2350012175	1	5439 LANKERSHIM BLVD	279	1,170	\$55.20	0.01%
2350012176	1	5439 LANKERSHIM BLVD	279	1,170	\$55.20	0.01%

2350012177	1	5439 LANKERSHIM BLVD	279	740	\$44.62	0.01%
2350012178	1	5439 LANKERSHIM BLVD	279	790	\$45.85	0.01%
2350012179	1	5439 LANKERSHIM BLVD	279	1,240	\$56.92	0.01%
2350012180	1	5439 LANKERSHIM BLVD	279	810	\$46.34	0.01%
2350012181	1	5439 LANKERSHIM BLVD	279	900	\$48.56	0.01%
2350012182	1	5439 LANKERSHIM BLVD	279	1,340	\$59.38	0.01%
2350012183	1	5439 LANKERSHIM BLVD	279	830	\$46.83	0.01%
2350012184	1	5439 LANKERSHIM BLVD	279	1,350	\$59.62	0.01%
2350012185	1	5439 LANKERSHIM BLVD	279	760	\$45.11	0.01%
2350012186	1	5439 LANKERSHIM BLVD	279	1,110	\$53.72	0.01%
2350012187	1	5439 LANKERSHIM BLVD	279	1,160	\$54.95	0.01%
2350012188	1	5439 LANKERSHIM BLVD	279	1,180	\$55.44	0.01%
2350012189	1	5439 LANKERSHIM BLVD	279	1,070	\$52.74	0.01%
2350012190	1	5439 LANKERSHIM BLVD	279	1,240	\$56.92	0.01%
2350012191	1	5439 LANKERSHIM BLVD	279	1,150	\$54.70	0.01%
2350012192	1	5439 LANKERSHIM BLVD	279	1,140	\$54.46	0.01%
2350012193	1	5439 LANKERSHIM BLVD	279	1,140	\$54.46	0.01%
2350012194	1	5439 LANKERSHIM BLVD	279	1,170	\$55.20	0.01%
2350012195	1	5439 LANKERSHIM BLVD	279	1,170	\$55.20	0.01%
2350012196	1	5439 LANKERSHIM BLVD	279	740	\$44.62	0.01%
2350012197	1	5439 LANKERSHIM BLVD	279	790	\$45.85	0.01%
2350012198	1	5439 LANKERSHIM BLVD	279	1,240	\$56.92	0.01%
2350012199	1	5439 LANKERSHIM BLVD	279	810	\$46.34	0.01%
2350012200	1	5439 LANKERSHIM BLVD	279	900	\$48.56	0.01%
2350012201	1	5439 LANKERSHIM BLVD	279	1,340	\$59.38	0.01%
2350012202	1	5439 LANKERSHIM BLVD	279	830	\$46.83	0.01%
2350012203	1	5439 LANKERSHIM BLVD	279	1,350	\$59.62	0.01%
2350012204	1	5439 LANKERSHIM BLVD	279	760	\$45.11	0.01%
2350012205	1	5439 LANKERSHIM BLVD	279	1,110	\$53.72	0.01%
2350012206	1	5439 LANKERSHIM BLVD	279	1,160	\$54.95	0.01%
2350012207	1	5439 LANKERSHIM BLVD	279	1,180	\$55.44	0.01%
2350012208	1	5439 LANKERSHIM BLVD	279	1,070	\$52.74	0.01%
2350012209	1	5439 LANKERSHIM BLVD	279	1,240	\$56.92	0.01%
2350012210	1	5439 LANKERSHIM BLVD	279	1,150	\$54.70	0.01%
2350012211	1	5439 LANKERSHIM BLVD	279	1,140	\$54.46	0.01%
2350012212	1	5439 LANKERSHIM BLVD	279	1,140	\$54.46	0.01%
2350012213	1	5439 LANKERSHIM BLVD	279	1,170	\$55.20	0.01%
2350012214	1	5439 LANKERSHIM BLVD	279	1,170	\$55.20	0.01%
2350012215	1	5439 LANKERSHIM BLVD	279	740	\$44.62	0.01%
2350012216	1	5439 LANKERSHIM BLVD	279	1,240	\$56.92	0.01%
2350012217	1	5439 LANKERSHIM BLVD	279	1,630	\$66.51	0.01%
2350012218	1	5439 LANKERSHIM BLVD	279	900	\$48.56	0.01%
2350012219	1	5439 LANKERSHIM BLVD	279	1,340	\$59.38	0.01%
2350012220	1	5439 LANKERSHIM BLVD	279	830	\$46.83	0.01%
2350013020	1	5416 Fair Ave.	286645	690,600	\$44,112.63	8.18%
2350014004	1	11046 Chandler Blvd, -3226	35196	0	\$3,330.72	0.62%
2350014005	1	11030 Chandler Blvd, -3226	17598	0	\$1,665.36	0.31%
2350014006	1	11022 Chandler Blvd,	24454	0	\$2,314.17	0.43%
2350014007	1	11021 Weddington St, -3213	17498	0	\$1,655.90	0.31%
2350014008	1	11025 Weddington St, -3213	8747	1878	\$873.94	0.16%
2350014009	1	11027 Weddington St, -3213	8747	0	\$827.76	0.15%
2350014010	1	11033 Weddington St, -3213	8747	0	\$827.76	0.15%
2350014011	1	11041 Weddington St, -3213	8747	4780	\$945.33	0.18%
2350014012	1	11045 Weddington St 49, -	17498	9999	\$1,901.84	0.35%

		3213				
2350014013	1	11057 Weddington St, -3213	8747	0	\$827.76	0.15%
2350014014	1	5308 Blakeslee Ave,	5750	0	\$544.14	0.10%
2350014015	1	11061 Weddington St.	2997	0	\$283.62	0.05%
2350014016	1	5251 Vineland Ave	49532	172,303	\$8,925.46	1.65%
2350014017	1	11052 Weddington St	16496	10,166	\$1,811.12	0.34%
2350014018	1	11044 Weddington St	16496	10120	\$1,809.99	0.34%
2350014019	1	11036 Weddington	8246	0	\$780.35	0.14%
2350014020	1	11032 Weddington	8246	0	\$780.35	0.14%
2350014021	1	11030 Weddington	8246	0	\$780.35	0.14%
2350014022	1	11026 Weddington	8246	0	\$780.35	0.14%
2350014031	1	5321 Vineland Ave, -3264	27878	14673	\$2,999.10	0.56%
2350014033	1	11023 McCormick St	8246	102683	\$3,306.00	0.61%
2350014034	1	11045 McCormick St	8246	107,813	\$3,432.18	0.64%
2350015033	1	11125 Weddington St, -3215	8747	5000	\$950.74	0.18%
2350015034	1	11121 Weddington St, -3215	8747	5000	\$950.74	0.18%
2350015035	1	11117 Weddington St, -3215	8747	5000	\$950.74	0.18%
2350015036	1	11111 Weddington St, -3215	8747	5000	\$950.74	0.18%
2350015037	1	11105 Weddington St, -3215	8746	5416	\$960.88	0.18%
2350015038	1	11106 Chandler Blvd,	3798		\$359.42	0.07%
2350015039	1	5321 Blakeslee Ave,	4996	0	\$472.82	0.09%
2350015042	1	11120 Chandler Blvd, -3228	8799	0	\$832.68	0.15%
2350015043	1	11126 Chandler Blvd, -3228	8799	5000	\$955.66	0.18%
2350015054	1	11110 Chandler Blvd, -3228	8546	0	\$808.78	0.15%
2350015055	1	11114 Chandler Blvd, -3228	8546	0	\$808.78	0.15%
2350015114	1	5334 LANKERSHIM BLVD	81,022	62,446	\$9,203.35	1.71%
2350015115	1	11135 Weddington St, -3200	175322	227746	\$22,193.09	4.11%
2350016001	1	11313 Weddington St, -3148	6247	9856	\$833.60	0.15%
2350016002	1	5305 Bakman Ave,	6247		\$591.17	0.11%
2350016003	1	5313 Bakman Ave,	6247		\$591.17	0.11%
2350016006	1	5301 LANKERSHIM BLVD	5,401	10164	\$761.12	0.14%
2350017004	1	5245 Bakman Ave, -3129	6247	8944	\$811.17	0.15%
2350017005	1	11316 Weddington St,	6991		\$661.62	0.12%
2350017006	1	11320 Weddington St,	6991	0	\$661.58	0.12%
2350017007	1	11326 Weddington St,	6991		\$661.58	0.12%
2350017008	1	11330 Weddington St,	4996	2035	\$522.84	0.10%
2350017009	1	5266 Tujunga Ave, -3120	4996	1854	\$518.39	0.10%
2350017010	1	5258 Tujunga Ave, -3120	4996	3374	\$555.78	0.10%
2350017013	1	5244 Tujunga Ave	26232	16290	\$2,883.10	0.53%
2350017014	1	11319 McCormick St, -3116	7492	2546	\$771.62	0.14%
2350017015	1	11317 McCormick St, -3117	7492	4492	\$819.48	0.15%
2350017016	1	,Ca	2243	0	\$212.26	0.04%
2350017017	1	5249 Bakman Ave, -3105	3986	1417	\$412.06	0.08%
2350017018	1	5255 Bakman Ave,	6247		\$591.13	0.11%
2350017019	1	5263 Bakman Ave,	17498	10767	\$1,920.73	0.36%
2350017020	1	5233 Bakman Ave	4996	2811	\$541.93	0.10%
2350017021	1	11330 McCormick St	50887	15978	\$5,208.62	0.97%
2350017022	1	11335 Magnolia Blvd, -4949	6247	10659	\$853.35	0.16%
2350017023	1	5233 Bakman Ave,	6247		\$591.17	0.11%
2350017027	1	5215 Bakman Ave, -3102	6247	4195	\$694.36	0.13%
2350017029	1	11222 Weddington St, -3128	6821	2130	\$697.89	0.13%
2350017030	1	5269 LANKERSHIM BLVD	21,797	25055	\$2,678.99	0.50%
2350017031	1	5265 LANKERSHIM BLVD	6,421	0	\$607.64	0.11%
2350017032	1	5259 LANKERSHIM BLVD	10,633	12160	\$1,305.33	0.24%

2350017033	1	5249 LANKERSHIM BLVD	11,008	12160	\$1,340.82	0.25%
2350017034	1	5239 LANKERSHIM BLVD	10,158	6207	\$1,113.96	0.21%
2350017035	1	5231 LANKERSHIM BLVD	4,456	3432	\$506.10	0.09%
2350017036	1	5227 LANKERSHIM BLVD	7,828	4752	\$857.67	0.16%
2350017042	1	5211 LANKERSHIM BLVD	6,386	5346	\$735.82	0.14%
2350017043	1	5217 LANKERSHIM BLVD	9,579	7710	\$1,096.13	0.20%
2350017047	1	11335 MAGNOLIA BLVD	6,250	0	\$591.46	0.11%
2350017048	1	11329 MAGNOLIA BLVD	14,570	2579	\$1,442.24	0.27%
2350017049	1	11319 MAGNOLIA BLVD	7,200	0	\$681.36	0.13%
2350017050	1	11305 MAGNOLIA BLVD	11,770	4,764	\$1,231.01	0.23%
2350017051	1	11223 MAGNOLIA BLVD	7,110	3000	\$746.63	0.14%
2350017052	1	11219 MAGNOLIA BLVD	2,250	2094	\$264.43	0.05%
2350017053	1	11235 MAGNOLIA BLVD	10,110	2836	\$1,026.50	0.19%
2350018028	1	11128 Weddington St, -3214	16496	9752	\$1,800.94	0.33%
2350018029	1	11118 Weddington St,	8246	10600	\$1,041.07	0.19%
2350018030	1	11116 Weddington St, -3214	8246		\$780.34	0.14%
2350018031	1	11104 Weddington St, -3220	16496	13861	\$1,902.01	0.35%
2350018032	1	5255 Blakeslee Ave, -3201	16496	13578	\$1,895.05	0.35%
2350018059	1	11035 MAGNOLIA BLVD	106,286	180180	\$14,490.03	2.69%
2350018077	1	11115 MAGNOLIA BLVD	7,172	6026	\$826.93	0.15%
2350018079	1	5200 LANKERSHIM BLVD	45,538	152445	\$8,059.05	1.49%
2350018080	1		46348	23875	\$4,973.30	0.92%
2350018081	1	11135 McCormick St,	26863	22320	\$3,091.18	0.57%
2350018082	1	1135 W MAGNOLIA BLVD	28,240	13035	\$2,993.06	0.55%
2350018083	1	11115 McCormick St	53579	153904	\$8,855.87	1.64%
2350018084	1	5225 BLAKESLEE AVE.	99,317	200651	\$14,334.05	2.66%
2350018085	1	11049 MAGNOLIA BLVD	59,242	210,989	\$10,795.89	2.00%
2350018089	1	11144 W WEDDINGTON	46,174	228000	\$9,977.64	1.85%
2350018090	1	5250 Lankershim Blvd	50094	201,944	\$9,707.71	1.80%
2350018091	1		29,627	32809	\$3,610.70	0.67%
2350018092	1	5230 LANKERSHIM BLVD	3,068	1109	\$317.61	0.06%
2353002008	1	11320 MAGNOLIA BLVD	6,747	1,849	\$683.97	0.13%
2353002031	1	11340 MAGNOLIA BLVD	10,765	2400	\$1,077.76	0.20%
2353002033	1	11312 MAGNOLIA BLVD	2,370	0	\$224.28	0.04%
2353002034	1	11300 MAGNOLIA BLVD	12,065	7641	\$1,329.70	0.25%
2353002039	1	11330 MAGNOLIA BLVD	2,750	724	\$278.05	0.05%
2353002040	1	11324 MAGNOLIA BLVD	2,750	1140	\$288.28	0.05%
2353002041	1	11328 MAGNOLIA BLVD	5,480	3404	\$602.32	0.11%
2353002042	1	11316 MAGNOLIA BLVD	6,534	5000	\$741.32	0.14%
2353003022	1	11246 MAGNOLIA BLVD	6,996	1812	\$706.62	0.13%
2353003023	1	11250 MAGNOLIA BLVD	13,199	4676	\$1,364.08	0.25%
2353003024	1	11240 MAGNOLIA BLVD #103	9,240	8230	\$1,076.84	0.20%
2353003803	1	11272 MAGNOLIA BLVD	118,788	44,536	\$12,336.75	2.29%
2353004022	1	5115 LANKERSHIM BLVD	16,270	5883	\$1,684.39	0.31%
2353004023	1	5107 LANKERSHIM BLVD	25,409	11780	\$2,694.29	0.50%
2353004027	1	5125 LANKERSHIM BLVD	19,420	32790	\$2,644.30	0.49%
2353004040	1	5161 LANKERSHIM BLVD	106,722	388171	\$19,647.17	3.64%
2353005001	1	11050 MAGNOLIA BLVD	5,998	1,876	\$613.75	0.11%
2353005002	1	11052 MAGNOLIA BLVD	5,998	2,950	\$640.17	0.12%
2353005003	1	11100 MAGNOLIA BLVD	2,997	2300	\$340.19	0.06%
2353005004	1	11100 MAGNOLIA BLVD	2,997	2875	\$354.33	0.07%
2353005005	1	11104 MAGNOLIA BLVD	2,997	1250	\$314.36	0.06%
2353005006	1	11108 MAGNOLIA BLVD	2,997	1740	\$326.41	0.06%
2353005007	1	11110 MAGNOLIA BLVD	2,997	1500	\$320.51	0.06%

2353005008	1	11112 MAGNOLIA BLVD	3,000	1836	\$329.06	0.06%
2353005009	1	11114 MAGNOLIA BLVD	5,998	3400	\$651.24	0.12%
2353005010	1	11120 MAGNOLIA BLVD	5,998	3000	\$641.40	0.12%
2353005011	1	11128 MAGNOLIA BLVD	5,998	6000	\$715.19	0.13%
2353005012	1	11130 MAGNOLIA BLVD	5,998	4974	\$689.95	0.13%
2353005013	1	11136 MAGNOLIA BLVD	7,793	9670	\$975.33	0.18%
2353005014	1	5166 LANKERSHIM BLVD	13,277	4516	\$1,367.53	0.25%
2353005015	1	5148 LANKERSHIM BLVD	5,998	4200	\$670.92	0.12%
2353005016	1	5142 LANKERSHIM BLVD	5,876	4295	\$661.71	0.12%
2353005017	1	5140 LANKERSHIM BLVD	6,116	4050	\$678.39	0.13%
2353005025	1	5156 LANKERSHIM BLVD	5,998	3500	\$653.70	0.12%
2353006001	1	11002 MAGNOLIA BLVD	5,998	2,666	\$633.19	0.12%
2353006002	1	11006 MAGNOLIA BLVD	2,997	2375	\$342.03	0.06%
2353006003	1	11008 MAGNOLIA BLVD	2,997	1500	\$320.51	0.06%
2353006004	1	11012 MAGNOLIA BLVD	5,998	3000	\$641.40	0.12%
2353006005	1	11016 MAGNOLIA BLVD	5,998	5000	\$690.59	0.13%
2353006007	1	11026 MAGNOLIA BLVD	3,000	1111	\$311.23	0.06%
2353006008	1	11030 MAGNOLIA BLVD	2,997	168	\$287.75	0.05%
2353006009	1	11032 MAGNOLIA BLVD	2,997	2000	\$332.81	0.06%
2353006010	1		2,997	0	\$283.62	0.05%
2353006011	1	11038 MAGNOLIA BLVD	2,997	0	\$283.62	0.05%
2353006012	1	11040 MAGNOLIA BLVD	2,997	2125	\$335.88	0.06%
2353006013	1	11042 MAGNOLIA BLVD	2,997	2616	\$347.96	0.06%
2353006014	1	11046 MAGNOLIA BLVD	2,997	1500	\$320.51	0.06%
2353006025	1	11024 MAGNOLIA BLVD	5,000	4500	\$583.85	0.11%
2353007015	1	5126 LANKERSHIM BLVD	5,998	5443	\$701.49	0.13%
2353007018	1	5116 LANKERSHIM BLVD	5,998	3350	\$650.01	0.12%
2353007019	1	5112 LANKERSHIM BLVD	5,998	3975	\$665.38	0.12%
2353007020	1	5102 LANKERSHIM BLVD	5,998	4719	\$683.68	0.13%
2353007037	1	5122 LANKERSHIM BLVD	5,497	4000	\$618.59	0.11%
2353008014	1	5070 LANKERSHIM BLVD	5,110	380	\$492.92	0.09%
2353008015	1	5066 LANKERSHIM BLVD	5,998	4996	\$690.50	0.13%
2353008016	1	5058 LANKERSHIM BLVD	5,998	2925	\$639.56	0.12%
2353008017	1	5054 LANKERSHIM BLVD	5,998	3,285	\$648.41	0.12%
2353008034	1	5044 LANKERSHIM BLVD	10,200	4963	\$1,087.33	0.20%
2353009008	1	5032 LANKERSHIM BLVD	5,998	8385	\$773.85	0.14%
2353009009	1	5026 LANKERSHIM BLVD	2,997	2019	\$333.28	0.06%
2353009010	1	5024 LANKERSHIM BLVD	2,997	1763	\$326.98	0.06%
2353009011	1	5018 LANKERSHIM BLVD	5,998	4,675	\$682.60	0.13%
2353009012	1	5016 LANKERSHIM BLVD	2,997	1587	\$322.65	0.06%
2353009013	1	5014 LANKERSHIM BLVD	2,997	1350	\$316.82	0.06%
2353009014	1	5006 LANKERSHIM BLVD	5,998	3252	\$647.60	0.12%
2353009015	1	5000 LANKERSHIM BLVD	5,998	5394	\$700.29	0.13%
2353010007	1	5053 LANKERSHIM BLVD	7,039	4580	\$778.78	0.14%
2353010008	1	5047 LANKERSHIM BLVD	7,044	0	\$666.60	0.12%
2353010009	1	5041 LANKERSHIM BLVD	7,039	3770	\$758.85	0.14%
2353010014	1	5077 LANKERSHIM BLVD	46,174	55,258	\$5,728.76	1.06%
2353010016	1	5059 LANKERSHIM BLVD	11,400	0	\$1,078.82	0.20%
2353011001	1	5015 LANKERSHIM BLVD	6,586	2340	\$680.81	0.13%
2353011002	1	5011 LANKERSHIM BLVD	7,353	2340	\$753.40	0.14%
2353011003	1	5001 LANKERSHIM BLVD	17,267	8239	\$1,836.69	0.34%
2353011011	1	5019 LANKERSHIM BLVD	3,049	3259	\$368.70	0.07%
2353011026	1	5025 LANKERSHIM BLVD	18,230	25302	\$2,347.51	0.44%
2353017001	1	4931 LANKERSHIM BLVD	11,909	2200	\$1,181.10	0.22%

2353017002	1	4923 LANKERSHIM BLVD	7,497	4201	\$812.80	0.15%
2353017003	1	4917 LANKERSHIM BLVD	6,747	2,587	\$702.12	0.13%
2353017004	1	4915 LANKERSHIM BLVD	19,406	9046	\$2,058.96	0.38%
2353018006	1	4930 LANKERSHIM BLVD	8,999	7955	\$1,047.27	0.19%
2353018009	1	4920 LANKERSHIM BLVD	3,119	1235	\$325.54	0.06%
2353018010	1	4914 LANKERSHIM BLVD #2	5,998	3904	\$663.64	0.12%
2353018011	1	4906 LANKERSHIM BLVD	5,998	3,475	\$653.08	0.12%
2353018012	1	4900 LANKERSHIM BLVD	6,000	6290	\$722.51	0.13%
2353018014	1	4924 LANKERSHIM BLVD	5,497	3,960	\$617.60	0.11%
2353019007	1	4878 LANKERSHIM BLVD	2,927	2992	\$350.59	0.06%
2353019008	1	4876 LANKERSHIM BLVD	2,997	1400	\$318.05	0.06%
2353019009	1	4872 LANKERSHIM BLVD	4,630	2100	\$489.81	0.09%
2353019010	1	4870 LANKERSHIM BLVD	4,208	3144	\$475.55	0.09%
2353019011	1	4868 LANKERSHIM BLVD	3,968	1600	\$414.86	0.08%
2353019012	1	4864 LANKERSHIM BLVD	3,655	2242	\$401.03	0.07%
2353019013	1	4856 LANKERSHIM BLVD	3,324	1050	\$340.39	0.06%
2353019014	1	4854 LANKERSHIM BLVD	3,080	1587	\$330.51	0.06%
2353019015	1	4832 LANKERSHIM BLVD	25,679	8293	\$2,634.07	0.49%
2353019020	1	4888 LANKERSHIM BLVD	12,120	0	\$1,146.96	0.21%
2353020001	1	4881 LANKERSHIM BLVD	7,610	5504	\$855.54	0.16%
2353020002	1	4877 LANKERSHIM BLVD	4,500	1815	\$470.49	0.09%
2353020003	1	4869 LANKERSHIM BLVD	7,497	4556	\$821.53	0.15%
2353020004	1	4865 LANKERSHIM BLVD	7,497	3561	\$797.06	0.15%
2353020005	1	4859 LANKERSHIM BLVD	7,497	960	\$733.08	0.14%
2353020006	1	4855 LANKERSHIM BLVD	11,408	1710	\$1,121.64	0.21%
2353025001	1	4829 LANKERSHIM BLVD	21,950	8386	\$2,283.47	0.42%
2353025048	1	4821 LANKERSHIM BLVD	45,738	20823	\$4,840.52	0.90%
		Total Non-Govt Assessments			\$395,867.16	73.39%
		Total Government Assessments			\$143,566.52	26.61%
		Total All Assessments			\$539,433.67	100.00%